OUR JOBBING DEPARTMENT.

HAVING been REPLENISHED with a large assortment of the latest EUROPEAN and AMERICAN NOVELTIES, we are prepared to execute orders for FANCY WORK with neatness and despatch, and *at very moderate rates.*

'CHINA MAIL' OFFICE.

The China Mail.

Established February, 1845.

THE HONGKONG CHINESE MAIL.
香港華字日報
Hongkong Wa Tsz Yat Po.)
ISSUED DAILY.

CHUN UN MAN,
Manager and Publisher,

SUBSCRIPTION:
Five Dollars a year, deliverable in Hongkong. Outports, $11.40 per annum, including postage.

No. 10,009. 號八十月三年五十九百八千一英 HONGKONG, MONDAY, MARCH 18, 1895. 日二廿月二年未乙 PRICE, $2.50 PER MONTH.

AGENTS FOR THE *CHINA MAIL.*

LONDON:—F. ALGAR, 11 & 12, *Clement's Lane, Lombard Street,* E.C. GEORGE STREET & Co., 30, *Cornhill.* GORDON & GOTCH, *Ludgate Circus,* E.C. BATES HENDY & Co., 37, *Walbrook,* E.C. SAMUEL DEACON & Co., 150 & 154, *Leadenhall Street;* W. M. WILLS, 151, *Cannon Street,* E.C. ROBERT WATSON, 150, *Fleet Street.*

PARIS AND EUROPE:—MAYENCE, FAVRE & Co., 18, *Rue de la Grange Batelière.*

NEW YORK:—J. STEWART HAPPER, THE CHINESE EVANGELIST OFFICE, 52, *West 22d Street.*

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, *San Francisco.*

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney.*

CEYLON:—W. M. SMITH & Co., THE APOTHECARIES Co., *Colombo.*

SINGAPORE, STRAITS, &c.:—KELLY & WALSH, LTD., *Singapore.*

CHINA:—*Macao,* A. A. DA CRUZ. *Amoy,* N. MOALLE & Co., LIMITED. *Foochow,* HEDGE & Co. *Shanghai,* LANE, CRAWFORD & Co., and KELLY & WALSH. *Yokohama,* LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the **HONGKONG AND SHANGHAI BANKING CORPORATION.** Rules may be obtained on application.

INTEREST on deposits is allowed at **3½ PER CENT.** per annum. Depositors may transfer at their option balances of $100 or more to the **HONGKONG AND SHANGHAI BANK,** to be placed on **FIXED DEPOSIT at 5 PER CENT.** per annum.

For the Hongkong and Shanghai Banking Corporation,
T. JACKSON,
Chief Manager.

Hongkong, May 15, 1893. 1515

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £275,000

INTEREST allowed on Current Account at the rate of 2 % per annum on the Daily balances.
On Fixed Deposits for 12 months 5 %
" " " 6 " 4 %
" " " 3 " 3 %

A. C. MARSHALL,
Manager, Hongkong.

Hongkong, May 17, 1894. 825

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL,...£2,000,000.
CAPITAL CALLED UP,.....£ 261,093.15.0.

Bankers:
CAPITAL & COUNTIES BANK, LIMITED.

Head Office:
3, PRINCES STREET, LONDON.

Branches:
BOMBAY, CALCUTTA, HONGKONG & SHANGHAI.

Agencies:
PENANG, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST
Allowed on Current Accounts and Fixed Deposits can be ascertained on application.
Every description of Banking and Exchange business transacted.

CHANTREY INCHBALD,
Manager.

Hongkong, November 6, 1893. 247

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL,.....£1,500,000.
SUBSCRIBED, ...£1,125,000.
PAID-UP,..... .....£ 562,500.

Bankers.
LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at the Rate of 2 % per Annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months,.....5 %
For 6 Months,.....4 %
For 3 Months,.....3 %

JOHN THURBURN,
Manager, Hongkong.

Hongkong, June 16, 1893. 228

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000.
RESERVE FUND.....$ 5,000,000.
RESERVE LIABILITY OF PROPRIETORS.....$10,000,000.

COURT OF DIRECTORS:—
J. S. MOSES, Esq.—Chairman.
J. KRAMER, Esq.—Deputy Chairman.
R. M. Gray, Esq. | S. C. Michaelsen, Esq.
O. J. Holliday, Esq. | D. R. Sassoon, Esq.
Hon. J. J. Keswick. | N. A. Siebs, Esq.
Hon. A. McConachie.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq
MANAGER:
Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING Co., LD.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS:—
For 3 months 3 per cent. per annum.
" 6 " 4 " "
" 12 " 5 " "

T. JACKSON,
Chief Manager.

Hongkong, February 10, 1895. 343

Intimations.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

THE Twelfth Ordinary Annual MEETING of SHAREHOLDERS will be held at the Company's OFFICE, Praya Central, on SATURDAY, the 23rd March, at Noon, for the purpose of receiving the Report of the General Managers, declaring a Dividend, and electing a Consulting Committee and Auditors.

The Transfer BOOKS of the Company will be CLOSED from 8th to 23rd March, both days inclusive.

SHEWAN & Co.,
General Managers.

Hongkong, March 4, 1895. 454

THE HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

THE Eleventh Ordinary General MEETING of SHAREHOLDERS will be held at the OFFICE of the Company, Praya Central, on SATURDAY, 23rd March, at 0.30 p.m., for the purpose of receiving the Report of the General Managers, declaring a Dividend and electing a Consulting Committee and Auditors.

The Transfer BOOKS of the Company will be CLOSED from the 8th to the 23rd March, both days inclusive.

SHEWAN & Co.,
General Managers.

Hongkong, March 4, 1895. 455

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE Seventeenth Ordinary Annual MEETING of the SHAREHOLDERS of the Company will be held at the OFFICE of the General Agents, Pedder's Street, at Noon, on THURSDAY, the 28th March, for the purpose of receiving a Report of the General Agents with a Statement of Accounts to the 31st December, 1894.

The Transfer BOOKS of the Company will be CLOSED from the 15th to 28th March, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, March 6, 1895. 501

LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE Thirteenth Ordinary Annual MEETING of SHAREHOLDERS in the Company will be held at the OFFICE of the General Agents, Pedder's Street, at 12.30 p.m., on THURSDAY, 28th March, for the purpose of receiving a Report from the General Agents, with a Statement of Accounts to 31st December, 1894.

The Transfer BOOKS of the Company will be CLOSED from the 15th to 28th March, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, March 9, 1895. 502

In the Matter of ROBERT FRASER-SMITH, *Deceased.*

PERSONS INDEBTED to the above ESTATE will oblige by PAYING the AMOUNTS DUE to the SHROFF of *THE HONGKONG TELEGRAPH.*

C. F. A. SANGSTER,
Acting Registrar and Official Administrator.

Hongkong, February 25, 1895. 396

PRIVATE BOARD and RESIDENCE for LADIES and GENTLEMEN. Special attention to Ladies' comfort. Accommodation for Table Boarders. Central situation.

MRS. MATHER,
2 and 3 Pedder's Hill.

Hongkong, July 24, 1893. 1287

CANTON INSURANCE OFFICE, LIMITED.

Adjustment of Bonus for the Year 1894.

CONTRIBUTORS to the above Office are requested to Furnish the Undersigned with a LIST of their CONTRIBUTIONS for the year ending 31st December, 1894, in Order that the DISTRIBUTION of BONUS may be arranged. Returns not rendered prior to the 31ST DAY OF MARCH INSTANT, will be adjusted by the Office, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Agents,
CANTON INSURANCE OFFICE, LIMITED.

Hongkong, March 1, 1895. 427

FOR SALE.

JAPAN HAND-MADE PAPERS.
JAPAN PRINTING PAPERS.
JAPAN COPYING PAPERS.
JAPAN WALL PAPERS,
&c., &c., &c.

PRICE VERY MODERATE.

ORDERS to be respectfully received by the Undersigned.

MITSUI BUSSAN KAISHA,
8, Queen's Road Central.

Hongkong, January 2, 1894. 1

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL,.....£1,000,000.
SUBSCRIBED CAPITAL,.....£ 500,000.

HEAD OFFICE—HONGKONG.

Court of Directors.
D. GILLIES, Esq. | H. STOLTERFOHT, Esq.
CHAN KIT SHAN, Esq. | CHOW TUNG SHANG, Esq.
KWAN HOI CHUEN, Esq.
Chief Manager.
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed 5 %.

Hongkong, October 23, 1894. 1711

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY,
LIMITED,
28, Queen's Road Central.

TRADE MARK BELL'S ASBESTOS

ASBESTOS PACKINGS of every description.
ASBESTOS SHEETINGS, MILLBOARDS, &c.
ASBESTOS NON-CONDUCTING COMPOSITION for COVERING BOILERS and STEAM PIPES.
CANVAS CORE PACKING (Tuck Form).
SPECIAL ENGINE and CYLINDER OILS.
Also,
ASBESTOLINE, the Most Economical Lubricant, one pound equal to 5 gallons of Oil.

DAGGER PACKING

Messrs. BELL'S ASBESTOS Co. received the only Gold Medal awarded to the trade, International Inventions Exhibition, and the only Medal, Antwerp Exhibition 1894.

ALL GOODS bearing TRADE MARK GUARANTEED. 279

"NEW GOODS." "NEW GOODS."

H.-KONG TRADING CO.

ARE SHOWING

NEW DRESS FABRICS For SPRING WEAR.
NEW CAMBRICS and LAWNS For BLOUSES.

NOS. 1 TO 5, D'AGUILAR STREET.

Hongkong, March 12, 1895. 515

Apollinaris

"THE QUEEN OF TABLE WATERS."

"Incomparable in popularity as in purity."—BRITISH MEDICAL JOURNAL.

SOLE AGENTS:
CARLOWITZ & CO.
HONG KONG, SHANGHAI, CANTON, TIENTSIN, AND HANKOW.

MOUNT AUSTIN HOTEL.

Telegraphic address "EXCELSIOR," Hongkong, A. B. C. Code. 1,400 FEET ABOVE THE SEA LEVEL. TELEPHONE No. 35.

THIS Magnificent HOTEL is situated at the most beautiful and healthy part of the Hill District. The air is delightfully cool and bracing; the temperature being at least 10 degrees lower than in the valley beneath. Luxuriously furnished and appointed.

THE CUISINE is under the personal superintendence of an experienced EUROPEAN STEWARD.

LAWN TENNIS:—Three Courts in splendid condition are kept for the use of VISITORS.

TRAMWAY TICKETS are supplied to Residents and Visitors at the HOTEL *at reduced rates.*

For further Particulars, apply at the OFFICE 38 and 40, Queen's Road Central, or to THE MANAGER, MOUNT AUSTIN HOTEL.

Hongkong, September 24, 1894. 1523

W. POWELL & Co.

EX *GLENGARRY* AND *MANILA.*

FIRST DELIVERIES OF SUMMER STOCK.

W. POWELL & Co.

Hongkong, March 14, 1895. 529

HONGKONG HOTEL.

Telegraphic Address, "*Kremlin*"—*A.B.C. Code.* *Telephone,* No. 32.

BOARD and LODGING, from $4.00 per day.

HYDRAULIC LIFT to all Floors.

The HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers.

ROOMS TO LET on 2nd and 3rd Floors, FURNISHED or UNFURNISHED.

E. J. RICHARDSON,
Manager.

Hongkong, January 21, 1895. 157

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR.	STEAMSHIP.	DATE.	REMARKS.
LONDON (Direct)..	*Malacca*.....	About 23rd March....	Freight or Passage.
SHANGHAI.....	*Pekin*.....	About 23rd March....	Freight or Passage.
LONDON *vid* MARSEILLES...	*Aden*.....	About 29th March.....	Freight or Passage.
LONDON, &c.....	*Ravenna*.....	Noon, 23th March.....	*See Special Advertisement.*
JAPAN,.....	*Verona*.....	Noon, 29th March....	Freight or Passage.

For further Particulars, apply to

P. & O. S. N. Co.'s Office,
Hongkong, March 18, 1895.

ALB. WOOLLEY, *Acting Superintendent.*

Business Notices.

AUSTRALIAN BUTTER.

WOOD'S CELEBRATED COW BRAND
VICTORIAN BUTTER.
HOPKINS, CUMMING & Co.,
64, QUEEN'S ROAD CENTRAL, HONGKONG,
Sole Agents, Hongkong, China and Japan.

Hongkong, January 28, 1895. 203

H. RUTTONJEE.

JUST LANDED.

A FRESH CONSIGNMENT OF FRESH
Cooking Butter.
COMPLETELY EXEMPT FROM OTHER INGREDIENTS.
ONCE USED ALWAYS USED.
50 CENTS, - - - - - - - - - - A TIN.

H. RUTTONJEE, 13, *D'Aguilar Street.*

Hongkong, March 4, 1895. 446

Notices to Consignees.

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. *Niobe,* Captain E. G. PFAFF, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN Co., LD., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th Inst., at 3 p.m.

No Fire Insurance has been effected.

SIEMSSEN & Co.,
Agents.

Hongkong, March 12, 1895. 514

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Wingsang* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon on FRIDAY, 15th Instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, March 12, 1895 517

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. *MERIONETHSHIRE,*
FROM HAMBURG, ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN COMPANY, at Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th Inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th Inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th Inst., at 3 p.m.

No Fire Insurance has been effected.

No Bills of Lading will be countersigned by

DODWELL, CARLILL & Co.,
Agents.

Hongkong, March 12, 1895. 518

AUSTRALIAN ROYAL MAIL STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, JEDDAH, SUAKIM, MASSAWAH, HODEDDA, ADEN, BOMBAY, COLOMBO, PENANG & SINGAPORE.

THE Steamship *Gisela* having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN Co., LTD., whence delivery may be obtained.

This Vessel brings on Cargo:—
From VENICE, ex s.s. *Massimiliano,* transhipped at TRIESTE. From VENICE, ex s.s. *Arc. Carlotta,* transhipped at TRIESTE. From CALCUTTA, ex s.s. *Aglaia,* transhipped at COLOMBO. From TRIESTE, ex s.s. *Imperator,* transhipped at BOMBAY.

Optional Cargo will go on to SHANGHAI unless notice to the contrary be given before Noon TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Undersigned BEFORE NOON ON THE 21ST INSTANT, OR THEY WILL NOT BE RECOGNISED.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st Instant will be subject to rent.

Bills of Lading will be countersigned by

SANDER & Co.,
Agents.

Hongkong, March 15, 1895. 536

CHAN A-TONG,
COAL MERCHANT,
No. 5, ARSENAL STREET, EAST.
Business Office: No. 21, Gilman Street. 479

Auctions.

PUBLIC AUCTION
OF
A VALUABLE LEASEHOLD PROPERTY,
Situate at Victoria, Hongkong,
TO BE SOLD, ON
FRIDAY,
the 22nd March, 1895, at 3 o'clock p.m., at the Premises,—

The PROPERTY will FIRST be offered in ONE LOT, and if not Sold will be offered in LOTS as follows:—

Lot 1. The Tenement No. 31, First Street.
Lot 2. The Tenement No. 33, First Street.
Lot 3. The Tenement No. 35, First Street.
Lot 4. The Tenement No. 37, First Street.

The above Tenements are situate on the REMAINING PORTION OF INLAND LOT No. 452.

For further Particulars and Conditions of Sale, apply to

V. H. DEACON,
Solicitor;
or to
J. M. ARMSTRONG,
Auctioneer,
Hongkong.

Hongkong, March 15, 1895. 537

IMPORTANT SALE.

In the Matter of the Estate of ROBERT FRASER-SMITH, *Deceased.*

MR. J. M. ARMSTRONG has received instructions from C. F. A. SANGSTER, Esq., Official Administrator to offer for Sale by Public Auction, on

THURSDAY,

the 28th day of March 1895, at 3 o'clock in the Afternoon, at the Auction Rooms, No. 49, Queen's Road Central,

THE WHOLE OF THE
PLANT, OFFICE FURNITURE, STOCK-IN-TRADE AND GOODWILL
OF THE
'HONGKONG TELEGRAPH.'

For further Particulars and Conditions of Sale, apply to

C. EWENS,
Solicitor,
or to
J. M. ARMSTRONG,
Auctioneer.

Hongkong, March 4, 1895. 441

To Let.

TO LET.

FURNISHED HOUSE,
FOUR ROOMS and TWO BATHROOMS.
Good View of Harbour.
Terms very Moderate.
Apply 4, HIGH STREET WEST.

Hongkong, March 16, 1895. 540

TO LET.

DWELLING HOUSES—
'HIGHCLERE,' at MAGAZINE GAP.
'DES VŒUX VILLAS,' at THE PEAK.
'DUNHEVED,' on ROBINSON ROAD, (partly Furnished).
'RAVENSHILL' WEST, on ROBINSON ROAD.
FLOORS in BLUE BUILDINGS.
FLOORS in ELGIN STREET, PEEL STREET and STAUNTON STREET.
FLOORS in No. 5, SHELLEY STREET.
GODOWNS—
BLUE BUILDINGS.
No. 7A, PRAYA CENTRAL.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, March 5, 1895. 215

TO LET.

NO. 2, PEDDER'S STREET, next to the GENERAL POST OFFICE.

Apply to
G. C. ANDERSON.

Hongkong, December 7, 1894. 1988

Notices of Firms.

NOTICE.

THE Undersigned has This Day been appointed MANAGER of the CHINA MERCHANTS' STEAM NAVIGATION COMPANY, HONGKONG.

For the C. M. S. N. Co.,
LIAO TSE SAN.

Hongkong, March 13, 1895. 526

NOTICE.

MR. ARTHUR ANDERSON is authorised to SIGN our Firm per Procuration from this date.

DODWELL, CARLILL & Co.

Hongkong, March 15, 1895. 528

Shipping.

Steamers.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Co.'s Steamship
Wingsang,
Capt. D'A. DE STE. CROIX, will be despatched as above TO-MORROW, the 19th Instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, March 18, 1895. 518

FOR SHANGHAI.

The Steamship
Peiyang,
Captain R. KÖHLER, will be despatched for the above Port on TUESDAY, the 19th Inst., at 4 p.m.

For Freight or Passage, apply to
SIEMSSEN & Co.

Hongkong, March 14, 1895. 530

FOR VLADIVOSTOCK,
VIA SHANGHAI AND PORTS OF CALL.
(*Taking Cargo at through rates to* NAGASAKI *and* COREAN PORTS).

The Steamship
Ghazee,
Capt. D. S. BAILEY, will be despatched as above on TUESDAY, the 19th Instant, at 5 o'clock p.m.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, March 15, 1895. 536

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

The Steamship
Memnon,
Captain BRANCH, will be despatched as above on TUESDAY, the 19th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, March 14, 1895. 532

SHELL LINE OF STEAMERS.

FOR MARSEILLES AND GENOA.
(*If sufficient inducement offers*).

The Co.'s Steamship
Spondilus,
Capt. N. HOCKEN, will be despatched as above on or about the 25th Instant.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, March 8, 1895. 487

SHIRE LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

The Steamship
Carmarthenshire,
Captain RICHARDS, will be despatched for the above Ports on or about MONDAY, the 25th March.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, March 5, 1895. 456

Sailing Vessels.

FOR NEW YORK.

The 3/3 *L.I.I.* British Barque
Lucy A. Nickels,
COLSON, Master, will be despatched for the above Port on or about the 1st April.

For Freight, apply to
CARLOWITZ & Co.

Hongkong, March 16, 1895. 126

FOR SAN FRANCISCO.

The 3/3 *L.I.I.* American Ship
Til te E. Starbuck,
CURTIS, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.

Hongkong, January 16, 1895. 135

FOR SAN FRANCISCO.

The 100 *A.I.* British Ship
Queen Margaret,
FAULKNER, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.

Hongkong, February 28, 1895. 419

Intimations.

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.
RITCHIE'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS.
NAUTICAL BOOKS.
English SILVER & ELECTRO-PLATED WARE.
Christofle & Co.'s ELECTRO-PLATED WARE.
GOLD & SILVER JEWELLERY
in great variety.
DIAMONDS
AND
DIAMOND JEWELLERY.
A Splendid Collection of the Latest LONDON PATTERNS, *at very moderate prices.* 742

STAINFIELD'S PRIVATE HOTEL,
3 DUDDELL STREET.

COMFORTABLY FURNISHED ROOMS, with every convenience.
Accommodation for Table Boarders.
Particulars, Address,
MRS. STAINFIELD,
Proprietress.

Hongkong, January 8, 1895. 33

Entertainment.

ORGAN RECITAL
IN THE
UNION CHURCH,
ON
SATURDAY, March 23, at 5.45 p.m.,
BY
MESSRS. C. F. A. SANGSTER AND GEORGE GRIMBLE.

PROGRAMME :—

Overture (to *Samson*) ..... Handel.
Canzone ..... Guilmant.
Rondo ..... Schroeter.
Soprano Solo, from Oratorio .....
Mrs. HAGEN.
The Lost Chord ..... Sullivan.
Andante ..... Baptiste.
Hallelujah (Engeddi to *The Mount of Olives*) } Beethoven.
Tenor Solo, from Oratorio .....
Mr. GEO. P. LAMMERT.
Offertoire ..... Lefebré Wely.

Hongkong, March 16, 1895. 544

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned has received instructions from the Executors of the Will of the late Mr. F. RAPP, to Sell by Public Auction, on

TUESDAY,

the 26th March, 1895, at 2.30 p.m., at 'Idlewild,' Caine Road,—

A LARGE QUANTITY OF

VALUABLE AND USEFUL HOUSEHOLD FURNITURE,

comprising :—

ONE ENGLISH-MADE MOROCCO COVERED DRAWING-ROOM SUITE, CENTRE TABLES, SIDE TABLES with MARBLE-TOPS, CANTON OLD CARVED BLACKWOOD TABLES, DINING-ROOM SUITE, DINNER WAGGONS, THREE BEAUTIFUL SIDEBOARDS with BEVELLED GLASS, CLOCKS, CHINESE and JAPANESE VASES, BOOKCASES, OVERMANTLES, ENGRAVINGS and OILPAINTINGS, PLATED-WARE, GLASS-WARE, CURTAINS, DINNER SETS, CROCKERY, TABLE CLOTHS, ALABASTER and PORCELAIN STATUETTES, WARDROBES, WASHING STANDS with MARBLE-TOP, TOILET TABLES with MARBLE-TOP, IRON FENDERS, TAPESTRY PORTIÈRE, IRON and BRASS DOUBLE BEDSTEADS, LAMPS, ICE CHEST, KITCHEN and COOKING UTENSILS,

Also,

ONE VERY FINE DOUBLE TELESCOPE in WOODEN CASE.

ONE JINRICKSHA and SEVERAL CHAIRS.

A VERY FINE COLLECTION OF ROSES and OTHER PLANTS.

Catalogues issued prior to Sale. On View from *Monday*, the 25th March 1895.

TERMS OF SALE.—As customary.

PAUL BREWITT,
Auctioneer.

Hongkong, March 18, 1895. 551

PUBLIC AUCTION
OF
HANDSOME ENGLISH-MADE AND HALL & BOLTZ-MADE FURNITURE, CHIMNEY GLASSES, PICTURES, CURIOS, PIANO, BILLIARD TABLE, &c.

THE Undersigned has received instructions from Dr. AYRES, to Sell by Public Auction, on

TUESDAY,

the 26th March, 1895, at 2.30 p.m., at his Residence, Caine Road,—

THE WHOLE OF THE
HOUSEHOLD FURNITURE, &c.
comprising :—

ENGLISH-MADE WALNUT SILK with PLUSH COVERED DRAWING-ROOM SUITE and OTTOMAN.
CHIMNEY GLASSES, PICTURES.
CARPETS and HEARTH RUGS.
BLACKWOOD CABINET, CURIO STANDS and TABLES.
CHINESE and JAPANESE CURIOS.
ENGLISH-MADE WALNUT CENTRE TABLE.
EXTENSION DINING TABLE, ENGLISH-MADE MAHOGANY SIDEBOARD with GLASS BACK, DINNER WAGGONS.
HANDSOME HAND-PAINTED DINNER and DESSERT SERVICES. GLASS and PLATED-WARE.
WRITING TABLE, GLASS BOOK-CASES and BOOKS.
DOUBLE BRASS BEDSTEAD, SINGLE IRON BEDSTEAD.
HALL & HOLTZ-MADE BEDROOM FURNITURE, consisting of:—DOUBLE WARDROBES with GLASS DOORS, DRESSING TABLES with GLASSES, WASHSTANDS, CHAMBER STANDS, CHEST OF DRAWERS, and SMALL CHAIRS.
1 LEATHER COVERED WRITING CASE.
1 LACQUERED and GOLD FOLDING SCREEN.
1 TELESCOPE AND STAND, by CALLISHAN.
1 GERARD GRAND PIANO.
1 FULL-SIZE POCKET BILLIARD TABLE, with BALLS, CUES, &c., COMPLETE, by BURROUGHS & WATTS.
1 IRON SAFE.
SURGICAL INSTRUMENTS.
SUNDRY PLANTS IN POTS.
&c., &c., &c.

Catalogues will be issued.

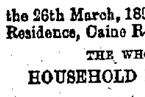
TERMS OF SALE.—As customary.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, March 18, 1895. 552

WHITE STAR LINE OF STEAMERS.

FOR AMSTERDAM AND LONDON,
VIA SINGAPORE.



The Steamship *Oceanic*, Captain SMITH, will be despatched at 4 p.m. TO-MORROW, the 19th Instant.

The Vessel will call in at PORTLAND to land Passengers for LONDON, and Railway Tickets will be provided free. A quick run Home is anticipated.

The Electric Light is installed throughout.

A Doctor and Stewardess are carried.

For Rates of Passage Money and full Particulars, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, March 18, 1895. 79

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA *VIA* AMOY.

The Steamship *Sungkiang*, Captain DODD, will be despatched on WEDNESDAY, the 20th Instant, at 10 a.m.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, March 18, 1895. 546

To-day's Advertisements.

THE NEW ORIENTAL BANK CORPORATION, LIMITED
(IN LIQUIDATION).

Payment of Fourth Dividend on Hongkong Claims.

NOTICE is hereby given that a FOURTH DIVIDEND of FIVE (5) PER CENT. will be PAYABLE on Application at the OFFICE of the CHARTERED BANK OF INDIA, AUSTRALIA & CHINA, Hongkong, on and after THURSDAY, 28th Instant, to all CREDITORS whose CLAIMS have been Received and Admitted.

For the CHARTERED BANK OF INDIA, AUSTRALIA & CHINA,
T. E. SANSOM,
Accountant,
Attorney for the Liquidator,
NEW ORIENTAL BANK CORPORATION, LIMITED (IN LIQUIDATION).

Hongkong, March 18, 1895. 548

VICTORIA CHAPTER, No. 525.

AN Emergency CONVOCATION of the above CHAPTER will be held in the FREEMASONS' HALL, Zetland Street, on TUESDAY, the 26th Instant, at 8.30 for 9 p.m. precisely. VISITING BRETHREN are cordially INVITED.

Hongkong, March 18, 1895. 549

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

Sikh	Wednesday	March 20.
Victoria	Tuesday	April 23.
Tacoma	Tuesday	May 14.
Sikh	Tuesday	June 4.

THE Steamship *SIKH*, Captain J. ROWLEY, sailing at Noon, on WEDNESDAY, the 20th March, will proceed to VICTORIA, B.C., and TACOMA, WASH., *viâ* KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The Freight Agent Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, March 18, 1895. 430

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

The Co.'s Steamship *Fokien*, Captain DAVIS, will be despatched for the above Ports TO-MORROW, the 19th Instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, March 18, 1895. 547

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAIGON & SOURABAYA.

The Steamship *Shantung*, Capt. FRAMPTON, will be despatched on WEDNESDAY, the 20th Instant, at 4 p.m.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, March 18, 1895. 488

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI *VIA* AMOY.

(*Taking Cargo & Passengers at through rates for* NINGPO, CHEFOO, TIENTSIN, HANKOW *and Ports on the* YANGTSZE).

The Co.'s Steamship *Sarpedon*, Capt. M. H. F. JACKSON, will be despatched as above on WEDNESDAY, the 20th Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, March 18, 1895. 545

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship *Myrmidon*, Captain BROWN, will be despatched as above on THURSDAY, the 21st Instant, at 4 p.m.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, March 18, 1895. 388

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ARDNAMURCHAN. British ship, Capt. S. W. Crosby.—Admiralty.

GERARD C. TOBEY, Amer. barque, Capt. Shurtliff.—Standard Oil Co.

LUCY A. NICKELS, Amer. barque, Capt. A. B. Colson.—Lamke & Rogge.

RAJAH, German ship, Capt. Bollmer.—Melchers & Co.

SHIPPING

ARRIVALS.

March 16:—

Namyong, British str., 987, A. Hector, Singapore March 9, General.—BAN MOH.

Tamarind, Norwegian steamer, 739, L. Castberg, Bangkok March 6, Rice.—WIELER & Co.

Phra Nang, British steamer, 1,021, W. H. Watton, Bangkok (Koh-si-chang) March 10, 8 p.m., General.—BUTTERFIELD & SWIRE.

March 17:—

Chusan, German steamer, from Canton.

Peiyang, German steamer, from Canton.

Vessels Advertised as Loading.

Destination.	Vessels.	Agents.	Date of Leaving.
Amsterdam, &c.	Oceanic (s)	Butterfield & Swire	March 19, at 4 p.m.
Bremen & Ports on Call	Bayern (s)	Norddeutscher Lloyd	April 1, at 3 p.m.
Japan	Verona (s)	P. & O. S. N. Co.	March 29, at noon.
London, v. Marseilles	Aden (s)	P. & O. S. N. Co.	About March 29.
London, v. Suez Canal	Myrmidon (s)	Butterfield & Swire	March 21, at 4 p.m.
London & Ports of Call	Ravenna (s)	P. & O. S. N. Co.	March 28, at noon.
London and Hamburg	Carmarthenshire (s)	Dodwell, Carlill, & Co.	About March 25.
London	Malacca (s)	P. & O. S. N. Co.	About March 23.
Manila, via Amoy	Sungkiang (s)	Butterfield & Swire	March 20, at 10 a.m.
Marseilles, v. Saigon	Saghalien (s)	Messageries Maritimes	March 20, at noon.
Marseilles and Genoa	Spondilus (s)	Arnhold, Karberg & Co.	About March 25.
New York	Lucy A. Nickels	Carlowitz & Co.	About April 1.
Saigon and Sourabaya	Shantung (s)	Butterfield & Swire	March 20, at 4 p.m.
S. Francisco, v. Japan	Coptic (s)	O. & O. S. S. Co.	March 20, at noon.
S. Francisco, v. Japan	City of Peking (s)	Pacific Mail S. S. Co.	April 17, at noon.
San Francisco	Tillie E. Starbuck	Showan & Co.	Quick despatch.
San Francisco	Queen Margaret	Showan & Co.	Quick despatch.
Sandakan and Kudat	Memnon (s)	Butterfield & Swire	March 19.
Shanghai	Peiyang (s)	Siemssen & Co.	March 19, at 4 p.m.
Shanghai	Pekin (s)	P. & O. S. N. Co.	About March 23.
Shanghai, via Amoy	Sarpedon (s)	Butterfield & Swire	March 20.
S'pore, Penang & C'tta	Wingsang (s)	Jardine, Matheson & Co.	March 19, at noon.
Swatow, Amoy & T'sui	Fokien (s)	Douglas Lapraik & Co.	March 19, daylight.
Vancouver (B.C.), &	Canadian P'fic R. Co.	Canadian P'fic R. Co.	March 20, at noon.
Victoria (B.C.), &c.	Sikh (s)	Nor. P'fic S. & R. Cos.	March 20, at noon.
Vladivostock, &c.	Ghazee (s)	Nippon Yusen Kaisha	March 19, at 5 p.m

Taicheong, German str., 828, P. Duhme, Aroe Bay March 8, 1,500 cases Kerosine Oil.—MEYER & Co.

Sungkiang, British steamer, 994, C. B. N. Dodd, Manila March 14, General.—BUTTERFIELD & SWIRE.

Fokien, British steamer, 609, W. J. Davis, Tamsui March 14, Amoy 15, and Swatow 16, General & Camphor.—DOUGLAS STEAMSHIP Co.

March 18:—

Fushun, British steamer, from Canton.

Activ, Danish steamer, 355, H. W. Storm, Pakhoi March 14, and Hoihow 16, General.—A. R. MARTY.

Hanoi, French str., 732, J. V. Chodzko, Haiphong via Hoihow March 14, Rice and General.—A. R. MARTY.

Bedbreast, British man-of-war, 805, Lt.-Commander R. H. J. Stewart, Bangkok March 10.

Kwong Mo, British str., 177, A. Mahon, Amoy March 16, General.—CHINESE.

Esmeralda, British str., 966, G. A. Tayler, Manila March 15, General.—SHEWAN & Co.

Wuotan, German steamer, 1,201, A. Ott, Saigon March 13, Paddy and Rice.—LAUTS, WEGENER & Co.

Jacob Diederichsen, German steamer, 710, J. Hansen, Saigon March 14, Sugar.—BUTTERFIELD & SWIRE.

Beatrice, British steamer, 1,442, J. Edward Saigon March 13, Rice and Paddy.—DODWELL, CARLILL & Co.

Spartan, British cruiser, from a cruise.

DEPARTURES.

March 17:—

Krim, for Saigon.
Hailoong, for Swatow, &c.
Tetartos, for Saigon.
Chow Fa, for Swatow.

March 18:—

Ardnamurchan, for Saigon.
Caleb Curtis, for Paracels.
Spartan, British cruiser, for a cruise.
Taisang, for Shanghai.
Loo Sok, for Swatow.

CLEARED.

Peiyang, for Shanghai
Progress, for Touron.
Gloucester City, for Saigon.
Orange Grove, for Mantung.
Fokien, for Swatow.
Activ, for Pakhoi.

PASSENGERS.

ARRIVED.

Per *Namyong*, from Singapore, 650 Chinese.

Per *Tamarind*, from Bangkok, 10 Chinese.

Per *Phra Nang*, from Bangkok, Captain Wilson, Mr Frege, and 95 Chinese.

Per *Taicheong*, from Aroe Bay, 59 Chinese.

Per *Sungkiang*, from Manila, Mr and Mrs Smith, Messrs Ross Johnston, Salomonson, De Mesch, and 21 Chinese.

Per *Fokien*, from Coast Ports, Mrs Grimany, Miss Swett, and 75 Chinese.

Per *Activ*, from Pakhoi, 43 Chinese.

Per *Hanoi*, from Haiphong, &c., Capt. Odent, and Madame Odent, Mr Crébessac, Mr Lapouyade, and 71 Chinese.

Per *Esmeralda*, from Manila, Mr G. Tomlin, Mr and Mrs Higgins and family, Messrs D. McKay, J. McGregor, Jose Jemenez, H. Schwarzberger, C. Miller, Padres A. Canal, D. Escalera, 1 Manilaman, and 22 Chinese.

Per *Wuotan*, from Saigon, 92 Chinese.

Per *Beatrice*, from Saigon, Messrs R. Berwick, T. Grimshaw, and 50 Chinese.

DEPARTED.

Per *Hailoong*, for Swatow, Mr and Mrs Li Chow and 4 children, Mrs Li Chow, and Mr Ah Wha; for Amoy, Mr J. [illegible] for Foochow, Mr J. Chappal.

Per *Chow Fa*, for [illegible]

Per *Taisang*, for [illegible] Chinese.

TO DEPART.

Per *Peiyang*, for Shanghai, 3 Chinese.

Per *Progress*, for Touron, 20 Chinese.

Per *Fokien*, for Swatow, 150 Chinese.

Per *Activ*, for Pakhoi, 50 Chinese.

SHIPPING REPORTS.

The British steamer *Namyong* reports: Had light S.S.E. and S.E. winds until the 14th instant; then fresh N.E. to port.

The British steamer *Phra Nang* reports: Had light S.E. winds up to lat. 20° N.; from lat. 20° N. to Hongkong, thick, with fresh Northerly winds.

The British steamer *Sungkiang* reports: Had light winds and fine weather to lat. 19° 57' N., long. 116° 4' E.; thence to port fresh Northerly wind and high sea, overcast and hazy weather.

The British steamer *Fokien* reports: Left Tamsui on the 14th March, with strong breeze and rough sea, from W.S.W. as far as Ockseu; when the wind suddenly shifted to N.E. accompanied by drizzling rain and misty weather, which lasted until arrival at Amoy. Left Amoy on the 15th, with very strong wind, increasing to moderate gale at times, from N.E., also high following sea and heavy rain; weather unchanged until arrival at Swatow on the 16th, with a strong Northerly breeze and rough sea, and cloudy sky to port. Steamers in Amoy: *Jordan*, *Kwong Mo* and *Sishan*. Steamers in Swatow: *Wycliffe*, *Formosa* and *Mario Jebsen*.

The Danish steamer *Activ* reports: Had strong breeze from N.E. and Northward, with rainy weather.

The French steamer *Hanoi* reports: Experienced dense fog and variable wind, with moderate sea in Tonkin Gulf. Very heavy N.N.E. gale in China sea, with enormous sea.

The British steamer *Esmeralda* reports: Had light winds and smooth sea to 16° N. latitude; from there to port, strong N.E. winds and high sea, squally weather, accompanied by rain and misty atmosphere.

The German steamer *Wuotan* reports: Had fine weather to latitude 20° N.; from there to port, strong N.N.E. breeze and heavy sea. Spoke German steamer *China*.

The British steamer *Beatrice* reports: From Cape St. James to lat. 20° 08' N., long. 112° 44' E., weather fine; 8 p.m., on 16th March, sudden shift of wind to N.E. blowing hard from there to Gap Rock and high head seas.

POST OFFICE NOTICES.

MAILS will close:—

For PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.—(Supplementary Mail on board till time of departure. Extra Postage 10 cents.)
Per *Catterthun*, at 10.30 a.m., on Tuesday, the 19th inst.

For SINGAPORE, PENANG & CALCUTTA.—
Per *Wingsang*, at 11.30 a.m., on Tuesday, the 19th inst.

For SINGAPORE.—
Per *Oceanic*, at 11.30 a.m., on Tuesday, the 19th inst.

For SHANGHAI.—
Per *Peiyang*, at 3.30 p.m., on Tuesday, the 19th inst.
Per *Fushun*, at 3.30 p.m., on Tuesday, the 19th inst.

For SANDAKAN & KUDAT.—
Per *Memnon*, at 3.30 p.m., on Tuesday, the 19th inst.

For CHEFOO & WLADIVOSTOCK.—
Per *Chusan*, at 3.30 p.m., on Tuesday, the 19th inst.

For SHANGHAI & NAGASAKI.—
Per *Ghazee*, at 4.30 p.m., on Tuesday, the 19th inst.

For AMOY & MANILA.—
Per *Sungkiang*, at 9.30 a.m., on Wednesday, the 20th inst.

For HOIHOW & HAIPHONG.—
Per *Hanoi*, at 10.30 a.m., on Wednesday, the 20th inst.

For KOBE, YOKOHAMA, VICTORIA, B.C., & TACOMA.—
Per *Sikh*, Registration at 10 a.m., Letters at 10.30 a.m., on Wednesday, the 20th inst., instead of as previously notified.

For NAGASAKI, KOBE & YOKOHAMA
Per *Verona*, at 11.30 a.m., on Friday, the 29th inst.

MAILS BY THE CANADIAN PACIFIC RAILWAY CO.'S PACKET.—

The Canadian Pacific Mail Packet *Empress of Japan* will be despatched on WEDNESDAY, the 20th March, with Mails for Shanghai, Japan, the United States, Canada, &c., which will be closed as follows:—

10 A.M. Registry closes.
11.00 A.M. Post-Office closes, but Correspondence may be posted on board the Packet *with the Late Fee of 10 cents extra Postage*, until time of departure.

MAILS BY THE UNITED STATES PACKET.—

The United States Mail Packet *Coptic* will be despatched on WEDNESDAY, the 20th Instant, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—

10.00 A.M. Registry ceases.
11.00 A.M. Post Office closes, but Correspondence may be posted on board the Packet, *with Late Fee of 10 cents extra Postage* until the time of departure.

MAILS BY THE FRENCH PACKET.—

The French Contract Packet *Saghalien* will be despatched on WEDNESDAY, the 20th Inst., with Mails for the United Kingdom, Europe, and places beyond, *viâ Marseilles*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondichéry, Madras, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

MAILS BY THE BRITISH PACKET.—

The British Contract Packet *Ravenna* will be despatched on THURSDAY, the 28th Instant, with Mails for the United Kingdom, Europe, and countries beyond, *viâ Brindisi*; to the Straits Settlements, Netherlands India, Burmah, Ceylon, Aden, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

HOURS OF CLOSING THE
ENGLISH AND FRENCH MAILS.
When the Packets leave at Noon.

The following hours will be observed in closing the Mails for Europe, &c., by the English and French Packets, when they leave at Noon. The Money Order Office will be closed at 5 the day before.

8.00 A.M.—Posting of Prices Current and Circulars ceases.
(Prices Current and Circulars may however be posted up to 10 o'clock if they are tied in bundles, country by country, with the addresses all one way).
10.00 A.M.—Registry ceases.
10.30 A.M.—Posting of Newspapers, Books, and Patterns ceases.
11.00 A.M.—Mail closes.
LATE LETTERS may be posted (from 11.10 A.M.) *with 10 cents late fee* up to 11.30 A.M., after which hour they may be sent on Board with the same Late Fee.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Fokien* leaves for Swatow, &c.

Noon.—*Wingsang* leaves for Straits and Calcutta.

4 p.m.—*Oceanic* leaves for Amsterdam, &c.

4 p.m.—*Peiyang* leaves for Shanghai.

5 p.m.—*Ghazee* leaves for V'vostock, &c.

Memnon leaves for Sandakan, &c.

Miscellaneous.

Goods per *Niobe* undelivered after this date subject to rent.

Exchange.

HONGKONG, March 18, 1895.

On London—	
Bank, Wire,	2/0
,, On demand,	2/0
,, 30 days' sight,	—
,, 4 months' sight,	2/0½
Credits, 4 ,,	2/0½
Documentary, 4 months' sight,	2/0⅜
On Paris—	
On demand,	2.52
Credits, 4 months' sight,	2.58
On Berlin—Demand,	2.03
On New York—	
On demand,	49
Credits, 60 days' sight,	50¼
On Bombay—	
Wire,	184
On demand,	184½
On Calcutta—	
Wire,	184
On demand,	184½
On Shanghai—	
On demand,	71½
30 days' sight, private paper	72½
Gold Leaf, 100 fine (per tael)	$51.00
Sovereigns (Bank's buying rate)	$ 9.80
Silver (per oz.)	28⅛d.

Quotations.

HONGKONG, March 18, 1895.

OPIUM—New Patna, cash,	762½	
,, Old ,, cash,	No sales.	
,, New Benares, cash,	735	
,, Old ,, cash,		No sales.
,, New Malwa, credit,		
,, Allowance, Taels,		
,, Old Malwa, credit,		
,, Allowance, Taels,		
,, Persian, Oily, cash,		
,, Allowance, Taels,		
,, Persian, Paper tied		
,, Allowance, Taels,		

NOTICE TO SUBSCRIBERS.

FROM the 1st January, 1895, the Subscription to the CHINA MAIL will be as follows:—

For the Quarter $7.00
,, Month 2.50

Copies of the 'CHINA MAIL' may be obtained at the Hongkong Hotel.

CHINA MAIL OFFICE, Hongkong.

A. S. WATSON & Co.,
LIMITED.
ESTABLISHED A.D. 1841.

Wines and Spirits.

All these are SELECTED by our LONDON HOUSE, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits and enabling us to SUPPLY THE BEST GROWTHS at MODERATE PRICES.

PRICE LISTS, with full details, to be had on application.

PORT.—After removal should be a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

CLARET.—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. The Scotch Whisky marked 'E' is universally popular and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong Market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., LIMITED,
THE HONGKONG DISPENSARY,

Hongkong, January 7, 1895. 45

The publication of this issue commenced at 6.50 p.m.

The China Mail.

HONGKONG, MONDAY, MARCH 18, 1895.

WHEN we referred a few days ago to the storm cloud that threatens to burst at any moment and to overwhelm the present administration at Peking, and perhaps to sweep away all traces of the reign of the Manchus in China, we indicated briefly the scheme that had found favour amongst the leaders in the Reform Party. Whether this scheme will ever become the groundwork of a plan for the regeneration of the Chinese Empire, it would be unsafe to predict. Having regard, however, to the urgent necessity for reform in China politically and the equally clamant necessities of the people socially and morally, all true friends of enlightenment and civilisation must welcome the hopeful glimmering of a desire for a rational, constitutional and honest form of Government in China—for a Government which will rule the people on sound principles with a view to the development of individual and national wealth and well-being internally, and to conduct the external affairs of the Empire on the lines of modern diplomacy and uprightness, casting off all that is bad and objectionable in the effete civilisation that has encrusted her for centuries and prevented her from marching in line with the countries of the West. Among the crying evils of the Chinese nation none impresses the European accustomed to a healthy spirit of patriotism in the public services more than the existing corruption among Chinese officials and the utter incapacity in most instances of these officials for the responsible positions they occupy. To fulfil his duties with the sole object of the public welfare is the last thing one looks for in a Chinese official. Corruption is rampant from top to bottom of the whole administrative fabric. Whatever his apologists may say on his behalf, we think the revelations of China's unpreparedness for the present war, after the vast sums of money spent on warlike armament and material alone, prove as conclusively as anyone could desire that the much-vaunted Li Hung Chang, who has been extravagantly described as the Bismarck of China, is no better than the petty peculative mandarin who strives to pay his dues to Peking or the higher officials to whose good favour he owes his position from the money he extorts from the people. There are several causes of this state of affairs. The system under which all Government appointments are filled is bad—irredeemably and irrevocably. There is an absence of real education amongst the official classes and a want of thorough technical training for special work in the Government service. And in the third place, the system under which appointments are held is radically wrong and the salaries paid to officials are wholly inadequate. The composition of an elegant essay on a classical subject no more fits a man for a civil appointment than the lifting of a heavy stone or a battle axe and the accurate discharge of a few arrows fit another for a military command. Both are useless tests, and are believed to be cunning devices on the part of the Manchus to prevent the common people from acquiring useful knowledge to the danger of the Dynasty. Without scientific, professional or technical knowledge, mere Chinese classical machines are pitchforked into positions requiring special knowledge. An officer of the Empire is required to be a Jack-of-all-trades. He is at one time expected to be a great general commanding a large army, at another time the gallant admiral of the fleet, at yet another time to be the eminent engineer superintending the construction of works of the greatest difficulty, or he may be called upon to deal with some financial problem or the discussion of an abstruse legal theory. In fact, without education and without the means to enlarge whatever elements of natural ability he may possess, the Chinese official is expected to be little short of a genius. And he is not a genius, except in the direction of filling his coffers in a comparatively short period with ill-gotten gains squeezed from a poverty-stricken, oppressed, spiritless and downtrodden people.

All these defects are obvious to the Chinaman who has travelled in foreign countries, and the Reform Party know that before any real advancement can take place among his fellow-countrymen it is essential that the system of Government must first be completely remodelled. The present examinations for civil and military or naval appointments must give way to professional examinations; and the purchase of official appointments must be abolished absolutely. Following upon this, liberal salaries must be paid to those officials who have obtained a mastery of Western methods and who come to fulfil their duties thoroughly equipped at all points, except, of course, where knowledge can only be gained by experience. For State purposes, it is not proposed to set up a Republic. The Central Government, as proposed by the Reformers, will comprise the Emperor, with three principal Ministers of State. Which ancient family will provide the Emperor is evidently a matter for after consideration; but it is at least definitely proposed that the Emperor should be assisted in the Central Government by a Grand Imperial Council of twelve members, a Grand Imperial Secretariat and Boards of Home Affairs, Foreign Affairs, Treasury and Exchequer, War, Admiralty, Supreme Judicature, Works, Agriculture and Mining, Trade, Police (a form of *gendarmerie*), and Education. In the draft before us the duties of each of these Boards are set forth in elaborate detail, but as it is only an attempt to ingraft Western methods upon Chinese in order to avoid too violent a disturbance of existing notions we need not recapitulate them here. For the Provincial Government one very important alteration is projected. The present Provinces are considered to be altogether too large for efficient supervision. It is proposed to reconstruct the Provinces, making divisions a fifth of the size of existing Provinces. For each Division there would be a Governor and a Lieutenant-Governor, these officials and their executive officers to hold their appointments from the Central Government, which would, in return, be responsible for the payment of their salaries. Each Province would also have a Treasurer; two Judges to deal with all important legal cases, civil and criminal; ten Magistrates to deal with trivial cases and to assist the Governor in the administration of the affairs of their particular Districts; a Local Board of Works under a competent Surveyor or Engineer; a Commissioner of Police; and a Military Commander. The Provincial Governors might also, in course of time, be furnished with Executive Councils to assist and advise them.

It is especially interesting to turn to the proposed judicial reforms. Here, as every Occidental knows, China provides ample scope for reforming zeal. The greatest blot upon the Chinese statute-book is the toleration of the inhuman practice of torture of witnesses and of suspected persons. It is one of the most important points in the ratification of Foreign treaties with Japan that she should reform her Judicature, and if such reform is needed in Japan to justify the Foreign Powers in admitting her on a footing of equality, how much more necessary is it that China, before she can be recognised as a civilised country, should establish a judicial system that will command respect and recognition and ensure the ends of justice to the people, rich and poor alike, who have the misfortune to appear either before the civil or the criminal courts. The punishments inflicted under Chinese law must conform to the dictates of humanity and civilisation. The prisons must be altered; litigants or prisoners must be afforded the assistance of practitioners trained in the law; and the jury system might be established with beneficial results.

Taking into account the vastness of the Chinese Empire and its enormous population the Imperial revenue is very small. This is attributable to the mode of collection, official peculations, and the limited nature of the country's production, industry and trade. To carry out the reforms suggested in the administration of the country and to entirely reconstruct the army and the navy on new lines, with efficient officers, it is obvious that a larger revenue will be required than under the present system. The revenue of China would require to be quadrupled to meet the increased expenditure. This can be done without imposing further restrictions on trade and without subjecting the people to increased burdens. Previous to the establishment of the Chinese Imperial Maritime Customs, the collection of customs duties was not only unsatisfactory but the amount collected was less than at present, even allowing for the expansion of trade in the interval, and the Imperial Exchequer, under the old system, did not receive a half of the total amount collected. It is proposed to place the collection of inland revenue into the hands of foreigners, under a similar arrangement to the Maritime Customs, until China is in a position to dispense with all foreign assistance. By this means leakage will be stopped and the revenue considerably increased without additional calls upon the people, and as trade would be freed from the iniquitous restrictions it groans under at present there would be an enormous increase in the internal as well as in the foreign trade. For providing the *gendarmerie*, water supplies, good roads and bridges, and the proper lighting of towns, new taxes would in time be imposed, but this will not entail a greater outlay to the Chinese who have to pay illegal imposts now without deriving any benefits. If mines were opened up, royalties would add to the Imperial Exchequer, improved agriculture and increased production would naturally increase the revenue, and much more will be done by opening up the country to foreign trade and commerce,—by the opening of more trading centres or ports for the transaction of commercial business, by affording increased facilities for communication and for the quick carriage and transport of goods, and by the repeal of all laws that have a retarding effect upon trade. Apart altogether from the governmental causes that have prevented trade expansion, there is undoubtedly a certain degree of popular prejudice to be overcome. The construction of railways and the opening up of mines will raise the difficulties of *fung-shui* and ancient burial places. This is only a matter of superstitious belief, and the more enlightened Reformers are convinced that the Chinaman is too deeply imbued with the commercial instinct to allow these difficulties to stand in the way of the development of the country and the probable improvement of his own income. At any rate a good example might be shown by those in authority. The opening of schools throughout the country and the gradual spread of knowledge will also help to dispel the blighting superstition that now prevails. Much may be hoped from religious toleration and scientific education, and both of these find a place in the scheme of reform.

This is a very brief outline of the proposals that are promulgated by the leaders in the reform movement in China. As may be imagined, there is much more detail, and it is evident that, if successful in overturning the present order of things, the reformers, with the aid of foreign advisers, should be able to reconstitute the Government on modern lines to the benefit of the whole population. Allowing for differences of racial characteristics, there is no reason why China should not make great advances in the social scale, although the improvement may not be so rapid as in the case of Japan. Wisely and firmly ruled, the Chinese would speedily adapt themselves to circumstances. With the disappearance of

the Manchus, the stupid pigtail, in itself a sign of servility, will disappear, modifications of dress will help to fit the reformed Chinaman for new occupations, Christianity will spread throughout the land and brighten the lives of a people brought under the refining influences of education, in due time the women of China would be emancipated, and with woman respected a greater change must follow in the domestic life and characteristics of the masses of the people. One must needs be sanguine to expect all these changes in China, but it is the old story of aiming high. If the Chinese only demonstrate to the world that there is a healthy spirit of reform awakening and a sincere desire to establish a government that will promote reform instead of keeping the people in abject poverty and ignorance, there is little doubt that the Powers will step in and recognise the new government and will lend every assistance possible. To succeed, the reformers have only to show themselves in earnest.

LOCAL AND GENERAL.

PASSED SUEZ CANAL.

OUTWARD BOUND:—*Salveig*, Jan. 22; *Lauderdale*, 25; *Petropolis, Oakley, Bonnington*, Feb. 5; *Rhodora*, 15; *Rubens, Evandale, Benvenue, Daphne, Glenogle, Palamed*, March 1; *Birkhall, Melpomene*, 5.

HOMEWARD BOUND:—*Batoum*, Feb. 15; *Marquis Bacquehem, Formosa, Aglaia*, 22; *Radnorshire, Bullmouth*, 26; *Keemun*, March 1; *Lawang, Natal, Nestor*, 5.

The M. M. Co.'s steamship *Oxus*, with the FRENCH MAIL of February 15, left Saigon on Monday, March 18, at 7 a.m., and may be expected here on or about Thursday, March 21. This Packet brings replies to letters despatched from Hongkong on Jan. 9.

The *Empress of China*, with the CANADIAN MAIL, left Yokohama on Monday, Mar. 18, at 2 p.m.

The O. S. S. *Sarpedon* left Singapore on March 13, and may be expected here on or about March 19.

The D. D. R. s. s. *Prick*, from Hamburg, left Singapore on March 16, and may be expected here on or about March 22.

The N. G. L. s. s. *Bisagno* left Bombay for this port on March 8, and may be expected here on or about March 29.

The s.s. *Arroyo* left Bombay on March 15, and may be expected here on or about April 5.

The P. and O. steamer *Bombay* left Bombay for this port on March 11.

THE Manila Spring Race Meeting took place on the 7th, 8th, 9th and 10th instant.

NEW Piano Repairing Machinery arrived for W. Robinson and Company.

THE *Empress of China* arrived at Yokohama at 3.30 p.m. yesterday, from Vancouver, and left at 2 p.m. to-day for Hongkong.

THERE were 124 European and 1,581 Chinese visitors to the City Hall Museum during the week ending March 17.

THE M. M. Co.'s steamer *Oxus*, with the next French mail, left Saigon this morning, at 7 o'clock, for this port.

THE death rate last month for the British and Foreign community (civil population) was 18.3 and for the Chinese, 17.1.

IT will be seen from an advertisement that a dividend on the New Oriental Bank claims will be payable on and after the 28th inst.

THE maximum temperature last month was 72.3, on the 27th, and the minimum 49.3, on the 6th. The rainfall amounted to 0.835 inch.

TRANSPOSING and Cabin Pianos, at W. Robinson and Company.

THE *Courrier de Saigon* contradicts the statement of a contemporary that the French Government intended to recruit 6000 Annamite coolies for service in Madagascar.

SEVERAL of the bowls and pieces of plate to be presented by the community to volunteers during the Plague of 1894 will be on view for a few days in Lock Hing's Store from 10 a.m. to-morrow (Tuesday).

THE Dutch steamer *Continental* had to undergo the formality of quarantine on her arrival at Manila on the 12th instant for having touched at Amoy, which port was at the time declared unhealthy.

THE P. M. Co.'s s. s. *China*, with mails, &c., which left hence Feb. 20th for San Francisco, via Nagasaki, Kobe, Inland Sea and Yokohama, arrived at her destination on the 15th inst.

VESSELS IN THE DOCKS:—At *Kowloon*—Quiros, Irene, Spanish cruiser Reina Cristina, U.S.S. Machias, Haitan, Frejr., Swatow, H.M.S. Tweed.

Cosmopolitan—(none).

Aberdeen—(none).

H. SMITH, an unemployed engineer, who was convicted at the Magistracy of flourishing a revolver in a somewhat reckless manner in the Globe Hotel on Saturday night, was fined $50, with the alternative of two months' imprisonment by Captain Hastings. The revolver and ammunition were confiscated.

THE Legislative Council will meet on Wednesday, the 20th inst., at 3 p.m.:—Business.—1. Report of the Finance Committee. (No. 2.) 2. Sanitary Bye-laws. Orders of the Day.—1. Second reading of the Bill entitled 'An Ordinance to amend and consolidate the Law relating to the carriage and possession of deadly weapons.' 2. Second reading of the Bill entitled 'An Ordinance to declare the effect of Ordinances repealing others.'

PIANOS by all the best makers for Hire or monthly payments, at W. Robinson & Co.

MR H. E. Wodehouse held an inquest today upon the body of a Chinese prisoner who died in Victoria Gaol from typhoid fever. The deceased had been sentenced to four months' imprisonment and had been in gaol one month.

AT the Magistracy this morning, Chu Yau, chair coolie to Major G. K. Moore, was charged with stealing a gold ring and with leaving his employer's service without giving due notice on the 5th instant. The case was heard before Captain Hastings, and the accused was defended by Mr E. J. Grist (of Messrs Wilkinson and Grist). The Magistrate found the accused guilty of misconduct as a domestic servant and fined him one month's wages—$11—making the alternative one month in prison.

W. ROBINSON and Company for the highest class Piano Tuning and Repairing.

A SEVERE snowstorm in Shanghai is said to have occurred, and the return of wintry weather in the North has caused the cold snap experienced here for the last two days. The change of temperature from Thursday, the 14th, to Wednesday, the 17th, was something like twenty-five degrees—from about 75 to 50. In Canton the thermometer showed 46, and at the Peak 44 and 42 are mentioned. Fortunately the weather is fairly dry, and little danger to health may therefore be looked for. Such sudden changes are by no means exceptional here, though unusual.

A SAD case of suicide occurred at the Central Police Station this morning, Alexander Cuthbert, one of the recruits for the Police Force, who arrived from Home a fortnight ago under the command of Inspector Stanton, cutting his throat with a razor. The deceased, who was of a quiet disposition, appeared to be in good health at the breakfast table and left the mess room about half-past eight o'clock. A few minutes later he was found in the W.C. He was lying in a pool of blood with his throat gashed so severely that the windpipe was severed, and a razor was lying beside him. Dr Marques was at once called in, but Cuthbert was beyond human aid. Deceased was a native of Glass, Banffshire. He had never been in police service before, but had served seven years in the army and at the time of his enlistment in the Hongkong Police Force was in the Army Reserve. He was twenty-six years of age. His companions had seen no symptoms of insanity about him, but he had been heard stating that he did not think he would like police work. An inquiry was held by Mr H. E. Wodehouse, who found that 'death resulted from a self-inflicted razor wound apparently inflicted under the influence of depression of mind amounting to temporary aberration of reason.'

18 SECOND-HAND Pianos wanted for Export, W. Robinson and Company.

A STRANGE apology appears in a Thuringian newspaper, and on a placard placed in the entrance-hall of the principal hotel at Schwalza. It runs: 'I, Johann Schmid, apologise for having said publicly that Fritz Werner is the vilest rascal in the world. He is not the vilest rascal.' Honour has been declared satisfied.

MESSRS Scott & Co., shipbuilders, Greenock, have launched a steel screw-steamer, built by them for the China Navigation Company (Limited). The following are the dimensions of the vessel:—Length, 250 ft; breadth, 36ft.; and depth, 22ft. 6in. She is a finely-modelled steamer of 1,950 tons gross, and will be supplied by the builders with triple-expansion engines of 1,500 indicated horse-power. The vessel was named the *Hunan*.

THE laid-up tonnage in the Tyne may always be regarded as a very fair index to the state of the shipping trade, and the fact that during the past three or four weeks the number of idle steamers in the Tyne has greatly increased points very clearly to a worse condition of things. So many steamers unable to get decent coal freights out, and finding Black Sea business home in an unprecedented condition of depression, have arrived in that river to lay up, that there is not a single mooring berth vacant, new arrivals being now obliged to go into the docks or to the upper reaches of the river. The exact number of vessels in this unfortunate position cannot be definitely stated until the monthly report of the Tyne Commission is submitted, but it is computed at considerably over 100. The river, indeed, presents an almost continuous line of laid-up vessels, and many others now undergoing repairs must be set down as idle, so that it is probably not far short of the mark to say that there is at present some 120,000 tons of unemployed shipping in the Tyne; and Hull, Glasgow, Cardiff, and London have all a considerable proportion of vessels lying in a similar position.—*Shipping Gazette*, Feb. 8.

SPEAKING of the capacity for perversion of the truth which is a prevailing characteristic of the human race, (writes 'Allegretto' in *The Queenslander*) one is led to marvel at the feats in hyperbole which have been performed by ancient chroniclers of history. The people who attended to the section relating to the early Indians (Asiatics), for instance, must have been giants in lying as well as in stature. They tell us that the ordinary period of duration of life among the Aryans was about 80,000 years. If a person led a saintly life his days might be as long in the land as 100,000 years; while one saint and king—who, by the way, must have felt his saintliness to be an almost unbearable burden—began his reign at the age of 2,000,000 years, and occupied the throne for 6,300,000 years. Not one throne indeed, but many, for the 'life' of even an adamant throne would not be longer than a few hundred years at the very most. The burden of saintliness must have grown wearing about that time, for this 'record' sovereign abdicated the throne and only lingered on for a hundred thousand years or so longer. I never before appreciated the Eastern salutation, 'O king, live for ever!'

EXCITING AFFRAY NEAR SHAUKIWAN.

POLICEMEN COMPELLED TO USE FIREARMS.

About eight o'clock last night a party of police who had gone to assist Excise Officers of the Opium Farm in executing warrants at the village of Mong-kok-tsui, near Shaukiwan, were attacked by the villagers and had a narrow escape from serious injury. In the party there were several Chinese and Indian excise officers and constables, the force being commanded by P.C. 23 Paterson and P.C. 53 Burgess. While the officers were engaged searching a house where they believed a quantity of illicit opium was hid away, the alarm was given to the whole of the villagers, and one man, getting up hurriedly while in the act of smoking opium, upset a lamp and set fire to a matshed. This happened in a matshed about fifteen yards distant from the place where the search was being conducted, and was first observed by Constable Paterson. The cry was raised that the officers had deliberately set fire to the house, and the enraged villagers turned out *en masse*, shouting 'Tah, Tah.' Stones and other missiles were pelted at the search party, and the excise officers fled to the hills and concealed themselves; only to be hunted out by the villagers and badly maltreated with sticks and crowbars. Constable Burgess succeeded in arresting one man and was holding fast to him when the villagers came down upon him with iron bars and heavy stones. As one man, standing close at hand, raised a large stone to fell him, the constable raised his revolver and aimed at his opponent point-blank. The revolver missed fired and his position was extremely critical when Constable Paterson came to the rescue and fired his revolver twice in the air. This had the desired effect of frightening the mob, who drew off, leaving four of their number in the hands of the police. Other two men were arrested this morning.

More attention might well be given to the arms and ammunition supplied to the police when they go on duty. This is not the first occasion, we believe, that either firearms or ammunition have been found wanting.

ROYAL HONGKONG YACHT CLUB.

THIRTEENTH RACE.

The thirteenth race of the Yacht Club was sailed yesterday in cold weather. The course was as follows:—From the Submarine Mining Pier, Wellington Barracks, round the White Fairway Buoy, No. 1 Dock Buoy, Dinghy off Pier, White Fairway Buoy, and No. Dock Buoy (leaving all to starboard); 13 miles.

The starters were—

FIRST CLASS.

Dart..........Dr Lowson
Payne..........Royal Engineers
Ladybird..........Mr C. D. Wilkinson
Erica..........Mr A. Denison
Stella..........Capt. Sterling

SECOND CLASS.

She..........Mr C. H. Gale
Elfin..........Mr G. P. Lammert
Seabreeze..........Dr Westcott

Appended are details of the racing:—

FIRST CLASS.

The winds were light and variable all day. The boats got away fairly well together, the *Dart*, *Ladybird* and *Stella* inshore and the *Erica* and *Payne* at the outer end of the starting line. The *Dart*, *Payne* and *Erica* went down the inner fairway, and the *Stella* and *Ladybird* tacked across towards the middle of the Harbour. When off the Central Market, the *Erica* was the leading boat of the three inside, and on the tack across towards Kowloon she met the *Ladybird*. These two drew away from the rest of the fleet, the *Stella* appearing to be almost becalmed half-way between Pedder's Wharf and Kowloon. Approaching the Fairway Buoy, *Erica* came away from the *Ladybird*, and rounded the Buoy about a minute ahead. The *Payne* was third, two or three minutes later than the *Ladybird*, the *Dart* fourth and the *Stella* last. It was a reach towards Kowloon Point, and the boats kept in the same order. In the beat up to the Dock Buoy, the leading boats drew away, and the Buoy was rounded in the following times:—

	H.	M.	S.
Erica	12	46	—
Ladybird	12	51	—
Payne	1	05	—
Dart	1	06	—

The *Stella* was a long way behind and was not timed. Running down, the skipper of the *Ladybird* evidently forgot about the mark boat off the Pier and was making direct for the White Fairway Buoy, but seeing the *Erica* going towards the dinghy he altered his course, put up his spinnaker and ran down to the dinghy. By this manœuvre she lost four minutes, and the line was crossed in the following times:—

	H.	M.	S.
Erica	1	10	14
Ladybird	1	18	06
Payne	1	29	43
Dart	1	32	—

Shortly after crossing the line, the two leading boats were becalmed, and this so disheartened the crew of the *Ladybird* that they went home. The *Payne* came along beautifully with a light wind and passed the *Erica*, and never afterwards lost the first place. Her luck did not end here, as after rounding the Fairway Buoy she had a strong North wind which gave her a broad reach to Kowloon Point. The *Erica*, rounding the Buoy four minutes later, had to sail close-hauled to clear the steamers and make the Point, and the *Dart* and the *Stella* could not fetch anywhere near Kowloon Point. In the beat up to the Dock Buoy for the second time, the *Payne* got most of the wind, holding a fair breeze all the way. The *Dart* came on in fine style and gained considerably on the second boat, and rounded the Buoy only about a minute later than her. In the run down to the finish, at one time she drew level, but a lucky puff enabled the *Erica* to retain her advantage and getting round the bows of the flagship the *Erica* finished second to the *Payne*, about twenty yards in front of the *Dart*. The *Stella* had in the meantime given up after rounding the Fairway Buoy. The following are the times:—

	H.	M.	S.
Payne (10 points)	4	03	08
Erica (4 points)	4	11	21
Dart (1 point)	4	11	59

SECOND CLASS.

After crossing the line *Elfin* and *Seabreeze* made for the centre of the Harbour and *She* kept to the Hongkong shore. They went round the White Fairway Buoy at:—

	H.	M.	S.
Elfin	12	19	15
She	12	20	00
Seabreeze	12	28	00

At Kowloon Point, the wind was very light, and the *Elfin* being slightly ahead, got the first of the North wind and went right away, followed afterwards by the *She*, but the *Seabreeze* did not get clear for nearly three-quarters of an hour and was compelled to give up. The boats went round the No. 1 Dock Buoy (first round) at:—

	H.	M.	S.
Elfin	1	44	30
She	1	59	00

The *Elfin* retained her lead to the finish, at one time nearly catching some of the first-class boats. Times:—

	H.	M.	S.
Elfin (10 points)	4	23	02
She (4 points)	not timed		

The following are now the points gained by the various boats:—

First Class.		*Second Class.*	
Dart	85	*Elfin*	61
Erica	62	*She*	50
Payne	27	*Kitten*	20
Stella	15	*Seabreeze*	11
Petrel	15	*Mary Ann*	10
Ladybird	4		

HONGKONG RIFLE ASSOCIATION.

SHORT RANGE CUP AND SPOONS.

In spite of the wet weather there was a larger attendance of members on Saturday. The Cup was won by Mr W. M. Deas and the Spoons by Sapper Thompson, Mr Klinck, Colour-Sergt. Shearing, Colour-Sergt. Horseman, and Captain Palmer. The following are the best scores:—

Name.	200 yds.	500 yds.	Total	H'cap points.	Grand Total.
Mr W. M. Deas	29	27	56	10	66
Sap. Thompson, R.E.	29	29	58	6	64
Mr Klinck	21	28	49	15	64
C.-Sgt. Shearing, R.B.	30	29	59	4	63
C.-Sgt. Horseman, R.B.	30	27	57	4	61
Capt. Palmer, O.S.D.	30	26	56	4	60
Sapper Pritchard, R.E.	28	26	54	4	58
C.-Sgt. Hopkins, R.B.	27	26	53	4	57
Private Godbear, R.B.	28	25	53	4	57

SUPREME COURT.

IN CRIMINAL SESSIONS.

(*Before His Honour Mr W. M. Goodman, Acting Chief Justice.*)

Monday, March 18.

ALLEGED ATTEMPT TO MURDER.

Warrain Singh, gunner, Asiatic Artillery, was charged with attempting to murder another gunner in the Lyeemoon Fort about a month ago.

The accused pleaded not guilty, and was defended by Mr J. J. Francis, Q.C., instructed by Mr H. J. Holmes.

Mr A. J. Leach, Acting Attorney General, conducted the case for the Crown, instructed by Mr A. B. Johnson, Crown Solicitor.

The following jury was empanelled:—Messrs H. A. do Rozario, H. M. Brown, R. Park, J. V. P. de Jesus, F. X. Xavier, M. S. Northcote, A. M. Rozi Pereira.

Mr Leach opened the case, and evidence was then led.

The jury returned a unanimous verdict of guilty of wounding with intent to do grievous bodily harm, and his Lordship passed sentence of two years' imprisonment with hard labour.

THE SECRETARY OF STATE AND THE PLAGUE WORKERS.

The following despatch from the Secretary of State for the Colonies is published in the *Gazette*:—

Downing Street,
29th January, 1895.

Sir,—I have the honour to acknowledge the receipt of your despatch No. 262 of the 6th of December last enclosing a copy of a letter from the Acting Chief Justice, in his capacity of Chairman of the Committee appointed at the public meeting which was held for the purpose of recognising services rendered during the recent epidemic of the plague.

I have also to acknowledge the receipt of your despatch No 267 of the 11th of December enclosing newspaper reports of the proceedings at the meeting and at a subsequent military parade.

2.—I have taken due note of names which are more prominently brought forward in these despatches, and I have experienced great satisfaction in bringing to the notice of the Secretary of State for War the services rendered by Major-General Barker, C.B., and the officers and men of the Garrison under his command, to whom the thanks of Her Majesty's Government are due, in addition to the acknowledgments and thanks of the Colonial Government and the Colonial community.

3.—I have already placed on record my strong sense of the firmness and gallantry which were shown in the face of the epidemic, and I can only again repeat my personal acknowledgments to those who on behalf of others risked their life and health at this trying time.—I have the honour to be, Sir, your most obedient, humble servant,

RIPON.

Governor Sir W. Robinson, K.C.M.G., &c., &c., &c.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL.']

LONDON, March 18, 1895.

ESCAPE OF SLATIN BEY.

Slatin Bey has escaped from Omdurman and has arrived at Assouan.

CULTIVATION OF COTTON IN THE UNITED STATES.

Strong efforts are being made to induce the Southern Cotton planters in America to restrict the area for the cultivation of Cotton.

CAPTURE OF A CHINESE GUNBOAT BY THE JAPANESE.

The Japanese have captured a Chinese gunboat with a quantity of munitions of war at Newchwang.

CHINA SOLICITS INTERVENTION.

China is soliciting the intervention of Russia and Germany to protect the integrity of her continental territory against the Japanese demands.

(*From L'Extrême Orient*).

RUSSIAN AFFAIRS.

PARIS, March 8.

It is stated that General Ignatieff will replace M. de Morenheim as Russian Ambassador in Paris.

The Czarewitch has left Batoum for Algiers.

THE CHINA-JAPAN WAR.

AN ENGLISH NEWSPAPER ON INTERVENTION.

The capture of Weihaiwei completes the military and naval downfall of China, and the triumph of Japan. But it must also suggest to onlookers, whose interests are involved not less than those of the belligerents, whether the time has not arrived for some clear and imperative intervention. The absolute inability of China to defend herself, or to make any stand before a Power possessing a regular Army equipped with magazine rifles and led with capacity in the field, is now patent to all the world. But is China to be annihilated, or, what is far worse, are disorder and rebellion to be allowed to spread among her teeming millions, through the successes achieved by the State which began this war of aggression? The Japanese must be aware that their easily-gained victories bear more resemblance to the slaughter of helpless mobs, gathered in the name of patriotism for a useless and hopeless resistance, than to the glorious triumphs in the field of which any Army might feel proud. China will have to ask for peace, and that without any further hesitation or delay; but Japan should show moderation towards the foe she has vanquished with so little effort.—*Standard*.

THE HERMIT PEOPLE AT HOME.*

Mr Savage Landor, as becomes a writer of the name, takes his readers captive at once. But his occasional sins against wit, humour, fancy, and good taste are less becoming. We may offer him some friendly admonition on these points before we are done. But in the first place, let us start him on his adventures in this dreary, dirty Land of the Morning Calm—the most crying wants of which, as far as we can make them out, are an honest policeman and an indefatigable scavenger. Mr Savage Landor starts from Japan for Corea on Christmas Eve, 1890. An important date this is in the history of China and Japan; for in that year the Chinese Government, warned by symptoms of Japanese ambition, sent Commissioners to collect the Corean tribute to which that Government had never renounced a right for many years it had not been at the trouble to enforce. The steamer *Higo*, upon which Mr Landor was a passenger, was Japanese. Her stewards were Chinese. This is how one of them announced his Christmas dinner:—

'Soup has got, fish has got, loast tulkey has got plan-puddy all bulning has got. All same English countly. Dlink, to-night, plenty can have, and no has to pay. Shelly can have, Boldeau can have, polt, bea, champagne, blandy, all can have, all flee.'

In spite of the *Higo's* pitching and tossing, our traveller must in after days have looked back with an affectionate regret to his Christmas feast and his lodging on board. Future travellers in the Land of the Morning Calm should give a wide berth to Mr Steward's Hotel at Chemulpo, unless Mr Steward may in the meanwhile have turned over a new leaf. Mr Steward is not a Scotchman. He is a Chinaman, who has rechristened himself after his old sea-faring profession. Mr Steward's hotel is the 'Dai Butzu.' This means 'The Great God.' Barbarians and civilized folk we are much alike in some ways; and fighting ships, before and after Nelson, have borne the name of the Most Holy Trinity. A tin of compressed milk was Mr Savage Landor's New Year's dinner at the Dai Butzu. But as the guest was a philosopher, he did not mind it overmuch. What he did mind was his cold bath. A conscious or unconscious follower of Pastor Kneip the Bavarian, our traveller is a believer in the coldest of cold morning baths. Now Corea is colder than Canada, and as our traveller had slept under a cotton bedcover too short to cover his feet and neck at the same time, he naturally wanted to give his circulation a fillip by a plunge into the coldest tub which the Dai Butzu could give him. (What a constitution the man must have!) But when about to plunge he saw that this tub contained only solid ice. There were no bells. So he ran out to shout for water. No sooner was the water poured out than it became solid. This reminds us that in the winter of the Canadian North-West water and milk are carried in sacks. The New Year's visitors were even a greater nuisance than the condensed milk and the morning tub. Crowds of natives came to leave their 'pasteboards,' 'just as I was breaking the ice in order to get my cold bath.'

'In despair I dressed myself, and going out aimlessly, strolled in any direction in order to keep out of reach of the New year's callers But the hours were long, and about eleven I went to pay a visit to Mr T., the American merchant, who had kindly asked me once or twice to dinner. If I considered myself entitled to complain of the calling nuisance, he must have had good reason to swear at it. Being the richest man in the place as well as the principal merchant, his place was simply besieged by visitors. Many were so drunk that they actually had to be carried in by coolies—a curious mode of going to call—while others had even to be provided with a bed on the premises until the effects of their libations had passed off. A well-known young Japanese merchant, I remember, nearly fractured his skull against the table, through losing his equilibrium as he was offering a gra[illegible] bow to [illegible]

"[illegible] monotony of Seoul appears to [illegible] annual stone fights be[illegible] the equally rare royal processions and the whacking of the male folk by the women. The men deserve it for they are spiritless loafers, marrying for the express purpose of living upon their wives. Of the fighting scenes which Mr Landor describes, that between a woman and a soldier is one of the best. The woman's husband asked the warrior to pay up. The warrior said he had no money. Then the wife hit the warrior with a wooden mallet and the triangular battle began. The wife's wooden hammer struck the husband as often as it struck the warrior (of course it might have been by accident) A blow of the hammer knocked the husband senseless. The warrior fled, with the lady after him. She capsized him, thwacked him on the back with her hammer, kicked him, and accused him of having murdered her husband. Then Mr Landor, running up to save the warrior, received from the lady a blow on the knee which sent him hopping off on one leg in awful pain. There is a law in Seoul that none but women may walk in the streets (such as they are) after sunset. The hours after sunset are called the women's hours. The unsuspecting Western reader may fancy, in a vague way, that there must be something chivalrous in this. Is there? Read this:—

'Unfortunately in Corea there are many tigers and leopards, which, disregarding the early closing of the city gates, climb with great ease over the high wall and take nightly peregrinations over the town, eating up all the dogs which they find on their way and occasionally even human beings. Tigers have actually been known to rudely run their paws through the invulnerable paper windows of a mud house, drag out a struggling body roughly awoke from slumber, and devour the same peacefully in the middle of the street.'

Mr Landor surmises that the Coreans must be much less susceptible to pain than Europeans. But even if they are, the infliction of pain is merely a question of method, and Mr Landor's descriptions of Corean torture are appalling. The Corean victims of the plank punishment, the square board punishment, the rope crucifixion, suffer agonies as frightful as any European ever endured in the boot, on the rack, or on the wheel. Mr Landor describes the crucifixion of a number of people in the savage winter weather. They were tied half-naked to their crosses by cruelly tight ropes. The crosses were raised on waggons drawn in procession through Seoul, and the procession lasted from morning till evening—for the soldiers escorting it stopped to feast at every inn they passed, and the people gathered in crowds to make sport of the victims in their agony.

'Occasionally, a pious passer-by, moved to compassion, may, amid the howls of the crowd, raise his wine-cup to the lips of one of the sentenced, and help him thus to make death more merry. Once this sort of thing is usually at once emulated by others, and, as the hours go by, a considerable amount of intoxicating stuff is consumed, not only by the executioner, soldiers and followers but also by those to be executed. Before very long, however, the bodies of the victims thus carried become senseless and nearly frozen to death. Their heads then hang down pitifully, all blue and congested, and quivering with the jerking of the cart. 'Era! Era! Picassa!' ('Get one! get away!') the drunken soldiers call out at intervals, as they swallow their last mouthful of rice, and order the mafus to move on to the next eating-place. Crowds of men and children collect round the miserable show and prudent fathers, pointing at the victims, show their heirs what will be the fate of those who do what is wrong. During the whole day are the poor wretches thus carted to and fro in the streets of the town, stoppages being made at all the public eating-places, where feasting invariably takes place, though it is also almost as invariably left unpaid for. Only when sunset has come is it that the procession, having made its way towards one of the city gates, finally leaves the town and winds its way through the open country to a suitable spot for the chopping-off process.'

Mr Landor saw it all, the final hideous scene in which the drunken executioner hacks off their heads.

And now a word or two of remonstrance with Mr Savage-Landor. In summing up his impression of the foregoing diabolical scheme he writes: 'When I examined the expression on the faces of the beheaded wretches it did not seem as if any of them had at all enjoyed what had taken place; on the contrary rather than otherwise, there was plainly depicted on their now immovable features an expression of most decided dissatisfaction.' This is not the only instance of a shallow, flippant affectation of irony once in vogue among certain evening journals, but we rejoice to say extinct, or nearly so. Mr Landor must have it out in his next edition. A caricature drawn by Mr Landor sent a native official into fits.

'I went to his rescue and undid his waist-girdle. This, having occurred after a hearty meal, led to his being seized by a violent cough, and becoming subsequently sick. Were I quite sure of not being murdered by my readers, I would like to call it see-sickness, for it was caused by seeing a joke.'

That also must go out. Our readers won't stand it, as the American editor says in the story. After the above joke, and the headsman's pleasantry that precedes it, we have no strength left to quote other examples. They are not many—but still too many, and they spoil an honest, good book. Mr Landor turns Pegasus into a buck-jumper; and he has no wings of his own. He is built to stump the earth, plantigrade. Not fancy, but plain matter-of-fact is his proper material. He is a photographer, not a poet with a brush. And he can produce admirable photographs. He shows us the Corean at home as fully and realistically as can be done in the printed page. He lets us see the Corean cavalrymen attended by two footmen to keep them steady in their saddles (fancy a cavalry charge!); and the royal guardsman tucked up lengthwise in his basket, over the edge of which he raises his head when a stranger approaches; and the holy monks, leading their jolly, immoral lives; and the King and his nobles admiring their portraits by Mr Landor, and then complaining because the profiles each show only one eye; and in the King and his nobles in ecstasies over Mr Landor's patent leather shoes, which they are exhibiting on the Royal table, and calling a glass slipper. The Hermit people strike us as being on the whole a repulsive race. Now that the bumptious little Japs have chased the Chinese out of the land they might try to justify their own more or less burglarious presence in it by putting down those awful cruelties. If they did nothing more than stop the rope crucifixions they would entitle themselves to the gratitude of humanity.—*London Daily News*.

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* Corea, or, Cho-Sen, The Land of Morning Calm.—By A. H. Savage Landor. Heinemann.

NEW Comic Song and Dance Albums, at W. Robinson and Company.

THE flow of shipbuilding contracts since the opening of the year has been, no doubt, [illegible] encouraging from a workman's point [illegible]w, but builders generally complain [illegible] difficulty they have in stemming the prevailing tendency of owners to still further beat down prices, even below the level of last year. Never before, it is declared, were steamers built in this country for the money that is now being paid. A duplicate of a large cargo-boat built on the Clyde last year is now being laid down at a saving of 2,000*l*., and it would appear that this and similar savings are virtually all effected at the expense of the producers of the materials of which the vessels are constructed. Builders who prefer having their berths employed are perforce in turn under the necessity of squeezing their merchants and manufacturers. Steel-makers, owing to their large productive capacities, compete keenly for all work that comes into the market, and in this competition they have during the past month taken the lowest price ever recorded for ship-plates and angles—5*l*. for the former and 4*l*. 10s. for the latter. It is said that one or two shillings less have been accepted, but whether that be so or no, the figures quoted sufficiently indicate the state to which this important industry has been reduced. Just at present makers are quoting 2s. 6d. a ton more, but they are not getting the advance. At the least show of stiffening on the part of the builders prospective owners at once fight shy and cry off. Boats have been ordered, in many cases, not because trade requirements or the condition of freights warrant their construction, but because shipbuilders' terms are such that ownership forms a tempting investment for capital. Unless a distinct improvement in demand sets in—and perhaps the additional work involved in the new naval programme may effect this—neither the manufacturer of material nor the keen-cutting shipbuilder can look to making anything like fair profits. One result of the cheapness of tonnage is that builders are giving more attention to labour-saving appliances, and several firms of machine-tool makers, being fully on the alert, are pushing their specialities with vigour.—*Shipping Gazette*.

THE HERMITE SYSTEM OF SEWAGE DISINFECTION.

Mr E. J. Paterson, M. Inst. C. E., has lately published a brochure on the above subject entitled, 'The Hermite System of Sewage Disinfection,' which we consider well worthy the attention of Sanitary Engineers. We notice that Mr Paterson discusses the economical question of cost. He states:—'It has now to be considered what the cost per head of population would be on the supposition that 1 gramme per head in the twenty-four hours is necessary, and also, likewise, for 2, 3, 4 or 5 grammes. It has been seen that a current of 1,000 amperes and 6 volts will produce 1,000 grammes of chlorine in one hour; the equivalent in mechanical power may be taken as 10 horse-power, we get 40lbs. of coal as a consumption of fuel for every 1,000 grammes of chlorine. The value of 40lbs. of coal may vary according to the locality, but 4*d*. might be taken as the average price. Therefore, by an expenditure of 4*d*, in fuel, 1,000 grammes of chlorine can be produced.

'Now, if 1 gramme per head in the twenty-four hours—a supply which will deodorize and partially disinfect the sewers—be considered as sufficient, this would be 365 grammes in the year, or a cost for the whole year of less than 1½*d*. per head of population. According as 2, 3, 4, 5 or 6 grammes per head is allowed, so this 1½*d*. will be multiplied by these respective figures, but in the highest case it will come to less than 1s. per head.' The present position of the profession on this subject is one of expectancy, and we must patiently await further investigation. The information conveyed by sanitary experts and bacteriologists is encouraging, but, at the same time, it was ascertained that for practical adaptation attention to further details was requisite. The chief difficulty undoubtedly is the dealing with fœcal matter that has not been previously disintegrated. This need not exist in the case of our towns by the coast, notably Madras, where fœcal matter is supposed to be dealt with on the 'open system.' With sea-water ready at hand, Madras, for example, might be able to get rid of the stench of its open drains with advantage to its citizens, by the use of this process.—*Indian Engineering*.

VISITORS AT HOTELS.

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Dr and Mrs Block
Mr J. W. Boltes
Mr G. C. Boumon
Mr M. Brown
Miss E. Booth
Mr A. M. Byers
Mr W. J. Canter
Capt. and Mrs Combe and child
Mr R. Deane
Mr R. H. Douglas
Mr W. A. Duff
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Mr V. Fenwick
Mr G. Fellows
Mr T. S. Field
Col. & Mrs O'Gorman
Mr Douglas Graham
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Mr C. Harris
Mr A. Haupt
Mrs Hodgins
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Mr J. N. Howard
Mr W. O. How
Capt. W. Hall Jackson
Mr J. Jenkins
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Mr J. Kingborn
Mr J. Kirkwood
Mr W. Krumme
Mr W. Marten
Mr H. McCallum
Mr C. E. McLane
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Miss Smith
Professor and Mrs Sommerville
Mr and Mrs Story
Mr and Mrs J. P. Thomas and child
Mr Tuissant
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Mr F. A. Whitney
Mr and Mrs C. R. Wilson
Mr F. Walker
Mr W. G. Waterman
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Mr and Mrs Arthur Anderson
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Major & Mrs Garnett Botfield, R.A.
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Mr and Mrs Charles Cohen
Mr J. B. Coughtrie
Mr Henry Crawford
Mr Croad
Mrs Cushney and children
Mr and Mrs Denson and 4 children
Mr Douglas Dick
Mr T. E. Griffith
Mr Charles Holworthy
Mr H. Humphreys
Mrs H. Humphreys and 3 children
Mr Chartrey Inchbald
Mr R. Inglis
Mr and Mrs Macbean, children and nurse
Mr C. Malach
Mr and Mrs Julius Mannich
Mr H. E. Meyerink
Mr Gershom Stewart
Miss Stewart
Capt. A. Tillett
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Mrs Vernon
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Capt. Hygom
Mr Lapouyade
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Mrs Nepean
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Mr J. G. Buckle
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Mr A. B. Skottowe
Mr F. H. Slaghek
Mr and Mrs A. Findlay Smith & family
Mrs Alfred Smith
Mr A. G. Stokes
Rev. and Mrs Vallings

HONGKONG REGISTER.

	Previous day at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.25	30.31	30.18
Temperature	51	52	57
Humidity	72	74	66
Direction of Wind	NNE	NNE	NNE
Force	1	1	1
Weather	o	o	o
Rain	...	–	...

Highest open air temperature on the 17th.......58
Lowest open air temperature on the 17th.......47

F. G. Figg,
First Assistant.

Hongkong Observatory, March 18, 1895.

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, *VIA* THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Nagasaki, Kobe, Inland Sea & Yokohama)	W'NESDAY, March 20, at noon.
Gaelic (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	TUESDAY, April 9, at noon.
Belgic (via Nagasaki, Kobe, Inland Sea and Yokohama)	THURSDAY, May 9, at noon.

THE Steamship *COPTIC* will be despatched for SAN FRANCISCO, *viâ* NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, the 20th March, at Noon, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the **INLAND SEA OF JAPAN** and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, *Agent.*

Hongkong, March 16, 1895. 413

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Nagasaki, Kobe, Inland Sea and Yokohama)	W'NESDAY, April 17, at noon.
China (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	TUESDAY, April 30, at noon.
Peru (via Nagasaki, Kobe, Inland Sea and Yokohama)	SATURDAY, May 18, at noon.

THE U. S. Mail Steamship *CITY OF PEKING* will be despatched for SAN FRANCISCO, *viâ* NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, 17th April, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the **INLAND SEA OF JAPAN**, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of $10.00 Gold in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, *Agent.*

Hongkong, March 9, 1895. 500

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE AND BORDEAUX;
ALSO
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 20th March, 1895, at Noon, the Company's S.S. *SAGHALIEN*, Commandant CHEVALIER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 19th March, 1895. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

C. TOURNAIRE, *Acting Agent.*

Hongkong, March 6, 1895. 473

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *RAVENNA*, Captain F. COLE, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 28th March, at Noon, taking Passengers and Cargo for the above Ports. This Steamer connects at Bombay with the *PENINSULAR*, which Vessel takes on her Cargo for LONDON, *viâ* SUEZ CANAL, leaving that port on the 16th APRIL, 1895.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

ALF. WOOLLEY, *Acting Superintendent,*

P. & O. S. N. Co.'s Office,
Hongkong, March 14, 1895. 534

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Bayern	Monday	April 1.
Preussen	Monday	April 29.
Karlsruhe	Monday	May 27.
Prinz Heinrich	Monday	June 24.
Bayern	Monday	July 22.
Preussen	Monday	August 19.

ON MONDAY, the 1st day of April, 1895, at 3 p.m., the Company's Steamship *BAYERN*, Capt. SCHMOLDER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, *calling at* NAPLES and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 30th March, Cargo and Specie will be received on board until Noon, on MONDAY, the 1st April, and Parcels will be received (at the Agency's Office) until Noon, on SUNDAY, the 31st March. Contents of Packages are required. No Parcel Receipts will be signed for less than $2, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & Co., *Agents.*

Hongkong, March 11, 1895. 500

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, $1 each.

CHINA MAIL Office.

Intimations.

SANTAL MIDY

Relieves the scalding pain at once and

CURES

all discharges from the genito-urinary organs in either sex in

48 HOURS.

SANTAL MIDY

is a specific for Cystitis.

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Unlike the sandal oil of the Bazars, is superior to Copaiba, Cubeb, or Injections, and causes no inconvenience.

Beware of imitations.

Each tiny Capsule bears the name MIDY.

8, RUE VIVIENNE, PARIS.

For Sale by A. S. WATSON & Co., *Chemists.*

Intimations.

CALDBECK, MACGREGOR & Co.,

Wine and Spirit Merchants,
13, QUEEN'S ROAD.

Hongkong, August 18, 1891. 1612

WINDSOR HOTEL, HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as 'CONNAUGHT HOUSE,' offers First-Class Accommodation to Residents and Travellers.

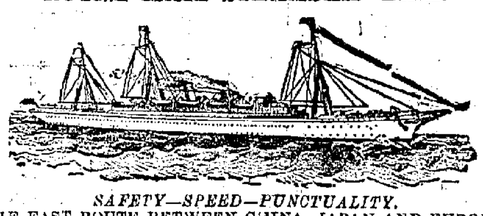
Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM, *Proprietor and Manager.*

Hongkong, November 24, 1894. 1907

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1895.  1895.

SAFETY—SPEED—PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, *VIA* CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. G. A. LEE, R.N.R.....WEDNESDAY, 20th March.
EMPRESS OF CHINA...Comdr. R. ARCHIBALD, R.N.R....WEDNESDAY, 10th April.
EMPRESS OF INDIA....Comdr. O. P. MARSHALL, R.N.R..WEDNESDAY, 1st May.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANSCONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANSCONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, *General Agent,*
PEDDER STREET.

Hongkong, February 20, 1895. 362

SHARE LIST.—QUOTATIONS.—MARCH 18, 1895.

Stocks.	Nos. of Shares.	Value.	Paid-up.	Closing Quotations, Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	30,000	125	all	145 % prem.
New Issue				
Bank of China, Japan and Straits, Ld.	39,875	£ 10	£ 1.15	nom.
	*1,250	£ 1	£ 1	nom.
National Bank of China, Limited	...	£ 10	£ 8.10	$20¾, ex div., sellers
MARINE INSURANCES.				
Canton Insurance Office Co., Ld.	10,000	$ 250	$ 50	$157½, buyers
China Traders' Insurance Co., Ld.	24,000	$ 83.33	$ 25	$65, sales and sellers
North-China Insurance Co., Ld.	5,000	£ 200	£ 50	Tls. 207½, sales
Straits Insurance Co., Ld.	30,000	$ 100	$ 20	$22½, buyers
Union Insurance Society Co., Ld.	10,000	$ 250	$ 25	$152½, buyers
Yangtsze Insurance Association, Ld.	8,000	$ 100	60	$90, sales
FIRE INSURANCES.				
China Fire Insurance Co., Ld.	10,000	$ 100	$ 25	$77, sales and buyers
Hongkong Fire Insurance Co., Ld.	8,000	$ 250	$ 50	$175, sales, ex div.
DOCKS				
H'kong & Whampoa Dock Co., Ld.	12,500	$ 125	all	83½ % prem., buyers
STEAMBOATS.				
China and Manila S. S. Co., Ld.	5,000	$ 50	all	$65, sellers
Douglas Steamship Co., Limited	20,000	$ 50	all	$51, ex div., sellers
HK. C. and M. Steamboat Co., Ld.	80,000	$ 25	all	$30, sales and sellers
Indo-China S. N. Company, Limited	60,000	£ 10	all	$38, buyers
China Mutual S. N. Co.	20,000	£ 10	£ 10 / £ 5	£7, ex div.
Do. (new issue).	20,000	£ 10	£ 1	
REFINERIES.				
China Sugar Company, Limited	20,000	$ 100	$ 25	$140, sellers
Luzon Sugar Company, Limited	7,500	$ 100	$ 25	$48, sellers
WHARVES.				
HK. & Kow. Wharf & Godown Co.	20,000	$ 50	all	$36, sales and sellers
Wanchai Warehouse and Storage Company, Limited	2,600	$ 100	$ 37½	$37½
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	$ 100	$ 50	$55½, buyers
Kowloon Land and Building Company	6,000	$ 50	$ 5	$8
Humphreys' Estate & Finance Co.	13,400	$ 10	all	$10, sales
West Point Building Co., Limited	12,000	$ 50	$ 40	$15, sellers
TRAMWAYS.				
HK. High-Level Tramways Co.	1,250	$ 100	all	$65, sales
MINING.				
Jelebu Mining & Trading Co., Ld.	15,000	$ 5	a	$3.90, sales
Panjom Mining Co., Ld.	60,000	$ 4	$ 32	$6, sales and sellers
Société Française des Charbonnages du Tonkin	8,000	Fcs. 500	Fs. 500	$75, sellers
New Balmoral Gold M'ing Co., Ld.	50,000	$ 3	all	$5½, buyers
Raub Aust. Gold Mining Co., Ld.	200,000	£ 1	13/10	$4.10, sellers
Société Française des Houilleres de Tourane	8,000	Fcs. 500	all	nom.
PLANTING, ETC.				
China-Borneo Company, Ld.	7,500	$ 100	$ [illegible]	nom.
H. G. Brown & Co., Limited	6,000	$ 50	all	$5, sellers
HOTELS, ETC.				
Hongkong Hotel Company, Ld.	6,000	$ 50	a	$9, buyers
DISPENSARIES.				
A. S. Watson & Co., Limited	50,000	$ 10	all	$9½, sales and buyers
Dakin, Cruickshank & Co., Ld.	50,000	$ 5	a	$1
LIGHTING.				
HK. and China Gas Co., Limited	7,000	£ 10	all	$125, buyers
Hongkong Electric Co., Limited	30,000	$ 10	$ 8	$4.75, sales and buyers
BRICK AND CEMENT.				
Green Island Cement Co., Ld.	20,000	$ 50	all	$6, sales
Hongkong Brick & Cement Co., Ld.	4,000	$ 15	$12.50	$4, sales and buyers
MISCELLANEOUS.				
Bell's Asbestos Eastern Agency, Ld.	6,000	£ 1	£1	$10
	7,000	£ 1	£ 15/-	$8
Campbell, Moore & Co., Limited	1,200	$ 100	a	$2
Geo. Fenwick & Co., Limited	6,000	$ 25	$ 25	$15, sellers
Hongkong Bakery Company, Ld.	1,600	$ 50	all	$36
Hongkong Dairy Farm Co.	3,000	$ 10	all	$5, buyers
Hongkong Ice Company, Limited	5,000	$ 25	all	$76
H'kong Rope Manufactory Co., Ld.	3,000	$ 50	all	$125, buyers

* Plunder's shares

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1896	Tls. 767,200	Tls. 250	7 % p. annum	10 % prem., sales
DEBENTURES.				
Hongkong Hotel Mortgage Debentures, 1889	$ 400,000.00	$500	8 „ prem.	$500

A. G. STOKES, Share-broker.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloong shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Anchorage.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Activ	3 c	Storm	Dan. str.	355	Mar. 18	A. R. Marty	Hoihow, &c.	To-morrow
Beatrice	5 c	Edward	Brit. str.	1442	Mar. 18	Dodwell, Carlill & Co.		
Catterthun	5 c	Shannon	Brit. str.	1452	Mar. 14	Gibb, Livingston & Co.	Sydney, &c.	To-morrow
Chusan	4 c	Wendt	Ger. str.	623	Mar. 17	Melchers & Co.	Chefoo	To-morrow
Coptic	6 h	Lindsay	Brit. str.	2744	Feb. 24	O. & O. S. S. Co.	San Francisco	To-morrow
Cromarty	8 c	Duncan	Brit. str.	1864	Mar. 12	Jardine, Matheson & Co.		
Empress of Japan	5 c	Lee	Brit. str.	5004	Feb. 27	Canadian Pacific Railway Co.	Vancouver, B.C.	20th inst.
Esmeralda	5 c	Tayler	Brit. str.	966	Mar. 18	Shewan & Co.	Manila	
Exe	6 c	Pell	Brit. str.	1008	Mar. 13	British Navy		
Fokien	5 h	Davis	Brit. str.	509	Mar. 17	Douglas Steamship Co.	Swatow, &c.	To-morrow
Freir	5 h	Strand	Dan. str.	397	Mar. 15	Arnhold, Karberg & Co.		
Fushun	3 h	Lunt	Brit. str.	1594	Mar. 18	C. M. S. N. Co.	Shanghai	To-morrow
Ghazee	5 c	Bailey	Brit. str.	1764	Mar. 13	Dodwell, Carlill & Co.	Shanghai	To-morrow
Gloucester City	3 c	Dwyer	Brit. str.	1409	Mar. 13	Dodwell, Carlill & Co.	Saigon	To-day
Hanoi	5 c	Chodzko	Fch. str.	758	Mar. 18	A. R. Marty	Haiphong	20th inst.
Haitan	5 h	Goddard	Brit. str.	1183	Mar. 15	Douglas Steamship Co.	Coast Ports	
Kwong Mo	5 c	Mahon	Brit. str.	177	Mar. 18	Chinese		
Loo Sok	5 c	Jackson	Brit. str.	1040	Mar. 13	Yuen Fat Hong	Swatow	To-day
Memnon	10	Branch	Brit. str.	825	Mar. 14	Butterfield & Swire	Sandakan	To-morrow
Namyong	8 c	Hector	Brit. str.	984	Mar. 16	Chinese		
Oceanic	5 c	Smith	Brit. str.	3808	Mar. 14	Butterfield & Swire	Singapore	To-morrow
Peiyang	3 c	Köhler	Ger. str.	962	Mar. 17	Siemssen & Co.	Shanghai	To-morrow
Phra Nang	2 h	Watton	Brit. str.	1021	Mar. 16	Butterfield & Swire		
Progress	3 c	Jessen	Ger. str.	547	Mar. 13	Siemssen & Co.	Touron	To-morrow
Shantung	8 c	Frampton	Brit. str.	1535	Mar. 9	Butterfield & Swire		
Sikh	5 c	Rowley	Brit. str.	1735	Mar. 7	Dodwell, Carlill & Co.	Tacoma, &c.	20th inst.
Strathmore	8 c	Cunningham	Brit. str.	2390	Mar. 13	Butterfield & Swire		
Sungkiang	4 c	Dodd	Brit. str.	994	Mar. 17	Butterfield & Swire	Manila	28th inst.
Swatow	3 c	Brorsen	Ger. str.	630	Mar. 13	Melchers & Co.		
Taicheong	2 c	Duhme	Ger. str.	822	Mar. 17	Meyer & Co.		
Taisang	3 c	Hogg	Brit. str.	1505	Mar. 15	Jardine, Matheson & Co.	Shanghai	To-day
Tamarind	3 c	Castberg	Norw. str.	739	Mar. 16	Wieler & Co.		
Wingsang	5 c	de St. Croix	Brit. str.	1517	Mar. 12	Jardine, Matheson & Co.	Singapore	To-morrow
Wuotan	3 c	Ott	Ger. str.	1015	Mar. 18	Lauts, Wegener & Co.	Haiphong	
Sailing Vessels.								
Coloma	3 k	Noys	Amer. bqe.	858	Dec. 31	Master		
Geo. R. Skolfield	7 h	Dunning	Amer. sh.	1645	Mar. 2	Butterfield & Swire		
Gerard C. Tobey	3 k	Shurtliff	Amer. bqe.	1390	Mar. 1	Standard Oil Co.		
Kitty	5 k	Herd	Brit. bqe.	803	Feb. 26	Muso & Co.		
Lucy A. Nickols	3 c	Colson	Amer. bqe.	1330	Mar. 10	Lemke Rogge		
Mohican	3 c	Johnson	Amer. bqe.	963	Mar. 1	Order		
Orange Grove	3 c	Atkins	Brit. bqe.	385	Feb. 24	Gilman & Co.		
Rajah	8 h	Bollmer	Ger. sh.	1245	Jan. 18	Order		
Sachem	3 k	Bartlett	Amer. sh.	1312	Jan. 11	Shewan & Co.		
Tillie E. Starbuck	5 c	Curtis	Aust. sh.	1931	Jan. 23	Shewan & Co.		

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Æolus	twin-screw cruiser 2nd class	3600	8	7000	Captain Robert L. Groome	Chefoo
Alacrity	despatch-vessel	1700	4	3180	Commander De Lisle	Chefoo
Archer	cruiser 3rd class	1770	6	2200	Comd. Conyers Lang	Hongkong
Caroline	cruiser 3rd class	1400	14	1440	Captain Ch. J. Norcock	Shanghai
Centurion*	twinscrew battle ship	10,500	14	13,000	Captain J. M. McQuhae	Hongkong
Daphne	sloop	1140	8	1400	Commander MacArthur	Chemulpo
Edgar	twin-screw cruiser 1st class	7350	12	10,000	Capt. William H. Henderson	Chefoo
Esk	g-bt. 3rd class coast defence	363	9	340	Lt.-Com. Ravenhill	Ichang
Firebrand	gunboat 2nd class	455	4	460	Lieut.-Com. L. G. Tufnell	Newchwang
Gibraltar	twin-screw cruiser 1st class	7700	—	10,000	Captain A. McLeod	Yokohama
Leander	cruiser 2nd class	4300	10	5500	Captain Count Metaxa	Hongkong
Linnet	gun-vessel 2nd class	766	5	1050	Commander Beercroft	Chefoo
Mercury	cruiser 2nd class	3730	13	7300	Capt. Wilmot H. Fawkes	Singapore
Peacock	gunboat 1st class	750	6	1200	Lieut.-Commander Laxton	Hongkong
Pigmy	gunboat 1st class	755	6	1200	Lieut.-Com. Phillips	Hankow
Plover	gunboat 1st class	755	6	1200	Lt.-Com. Hon. F. C. B. Addington	Shanghai
Porpoise	cruiser 3rd class	1770	6	3500	Commander F. R. Pelly	Chefoo
Rattler	gunboat 1st class	715	6	1200	Lieut.-Com. Hugh Cotesworth	Formosa
Redbreast	screw gunboat 1st class	805	6	720	Lt.-Com. Robt. H. J. Stewart	Hongkong
Redpole	gunboat 1st class	805	6	1200	Lieut.-Com. C. G. May	Hongkong
Severn	cruiser 2nd class	4050	12	6000	Captain Henderson	Nagasaki
Spartan	twin-screw cruiser 2nd class	3600	8	7000	Captain Alfred L. Winsloe	On a cruise
Swift	gun-vessel 2nd class	756	5	1010	Commander R. K. McAlpine	Hongkong
Tweed	g-bt. 3rd class coast defence	363	3	340	———	Hongkong
Undaunted	cruiser	5600	12	8500	Captain Hallifax	Nagasaki
Victor Emanuel	receiving ship	5157	14	—	Commodore Boyes	Hongkong
Wivern	coast defence ship, armoured	2750	4	1450	———	Hongkong

Torpedo Boats in Reserve Nos. 8, 20, 35, 36, 37 and 38, first class; and 3 second class boats.

* Flagship of Vice-Admiral the Hon. E. Fremantle, K.C.B., C.M.G.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Admiral Korniloff	Russian cruiser	5000	—	—	Captain Eltchaninoff	Nagasaki
Admiral Nakhimoff	Russian flagship	7781	32	9500	Captain Kasherinoff	Nagasaki
Africa	Portuguese transport	2314	—	—	Capt. Carlo Maria Pereira Viana	Macao
Aleout	Russian gunboat	800	—	—	Captain Parenego	Nagasaki
Alert	U. S. corvette	1020	8	—	Captain Durand	Shanghai
Alexandrine	German corvette	2370	19	2400	Captain Schmidt	Singapore
Alger	French cruiser	4122	10	8254	Captain Jäuneguiberry	Shanghai
Alliance	American cruiser	—	—	—	Commander F. McCurley	Nagasaki
Arcona	German cruiser	2500	14	—	Captain Hofmeier	Chefoo
Aspic	French gunboat	370	4	450	Commander Journet	Bangkok
Baltimore	U. S. flagship	4600	10	—	Captain B. F. Day	Chefoo
Bayard	French flagship	6200	—	—	Commander Fortin	Nagasaki
Beautemps-Beaupré	French wooden sloop	1350	9	—	Captain Ternet	Nagasaki
Bengo	Portuguese gunboat	462	2	400	Captain H. Carvalhosa Athayde	Macao
Bobro	Russian cruiser	—	13	—	Captain Eukvisky	Chefoo
Castilla	Spanish cruiser	3626	—	—	Capt. Enrique Sanjula	Manila
Charleston	American cruiser	—	—	—	———	Chefoo
Comète	French gunboat	500	—	—	Capt. Maudet	Chefoo
Concord	American cruiser	1700	—	—	Captain Impey	Shanghai
Detroit	U. S. cruiser	2000	16	5400	Commander J. S. Newell	Nagasaki
Diu	Portuguese gunboat	700	—	—	Captain Gomes	Macao
Don Juan de Austria	Spanish cruiser	—	—	—	Commander José Padrifian	Manila
Duguay Trouin	French cruiser	3661	14	3740	———	Woosung
Forfait	French cruiser	2200	—	—	Captain Courregolles	Woosung
Gay Jamud	Russian man-of-war	700	—	—	Captain Melnitzky	Foochow
Haydamak	Russian gunboat	700	—	—	Commander Melnitzky	Singapore
Iltis	German gunboat	489	4	330	Capt.-Lieut. Ingenohl	Chinkiang
Irene	German flagship	4400	—	—	Capt. von Dresky	Nagasaki
Isly	French cruiser	4160	10	—	Captain Rivet	Chefoo
Inconstant	French gunboat	800	—	—	Capt. Granier	Shanghai
Koryeta	Russian gunboat	—	—	—	———	Chefoo
Lion	French gunboat	460	—	—	Lieutenant Papaix	Chefoo
Lutin	French gunboat	48	4	425	Lieut.-Com. Mouneyers	Kiukiang
Machias	American cruiser	1050	8	1600	Commander Houston	Hongkong
Marie	German cruiser	2100	10	—	Captain Credner	Nagasaki
Maria Cristina	Spanish cruiser	3502	—	—	Captain Artrin Gavin	Manila
Marion	U. S. corvette	1900	7	1170	Commander Gridley	Chefoo
Manjour	Russian cruiser	1700	7	—	Commander Andreeff	Korea
Monocacy	U. S. sloop	1378	6	1470	Lieut.-Com. Empy	Tientsin
Neyesdnick	Russian cruiser	—	9	—	Captain Zarine	Vladivostock
Pamiat Azova	Russian cruiser	6660	—	—	Captain Schoukbnine	Nagasaki
Petrel	U. S. gunboat	884	6	550	Lt.-Com. Emory	Nagasaki
Pluvier	French gunboat	54	—	420	Lieut.-Commander Videl	Bangkok
Rashoinick	Russian gunboat	1320	10	—	———	Shanghai
Reina Cristina	Spanish cruiser	1057	—	—	Com'der Fr. D. Arturo Gavin	Hongkong
Rynda	Russian cruiser	3000	—	—	Captain Rimsk-Kowskoff	Nagasaki
Silaton	Russian gunboat	—	—	—	Captain Beersnoff	Vladivostock
Sivoutch	Russian cruiser	950	13	—	Captain Astromoff	Tientsin
Sophie	German cruiser	—	—	—	Captain Harbing	Nanking
Triomphante	French cruiser	4500	—	—	———	Saigon
Umbria	Italian cruiser	2400	21	6500	Captain Bertolini	Shanghai
Vipere	French gunboat	480	4	425	Commander Conatolla	Bangkok
Viliar	Russian cruiser	2700	12	3000	Captain Zarine	ashore
Vsadnik	Russian torpedo boat	700	—	—	Commander Nevinsky	Foochow
Wolf	German gunboat	384	6	340	Captain Kratschmann	Tientsin
Yorktown	U. S. cruiser	1700	16	3200	Commander W. M. Foulger	Chemulpo
Zabiaka	Russian cruiser	500	—	—	Captain Domojiroff	Nagasaki

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